VOL. CCXXIII, No. 2907
PRICE TWO SHILLINGS

Fit "TripleX"- and be safe

THE SPHERE
With which is incorporated "BLACK & WHITE"
OCTOBER 29, 1955

The SPHERE

with which is incorporated The GRAPHIC

WINTER SPORTS NUMBER

SPECIAL ILLUSTRATED SECTION IN THIS ISSUE

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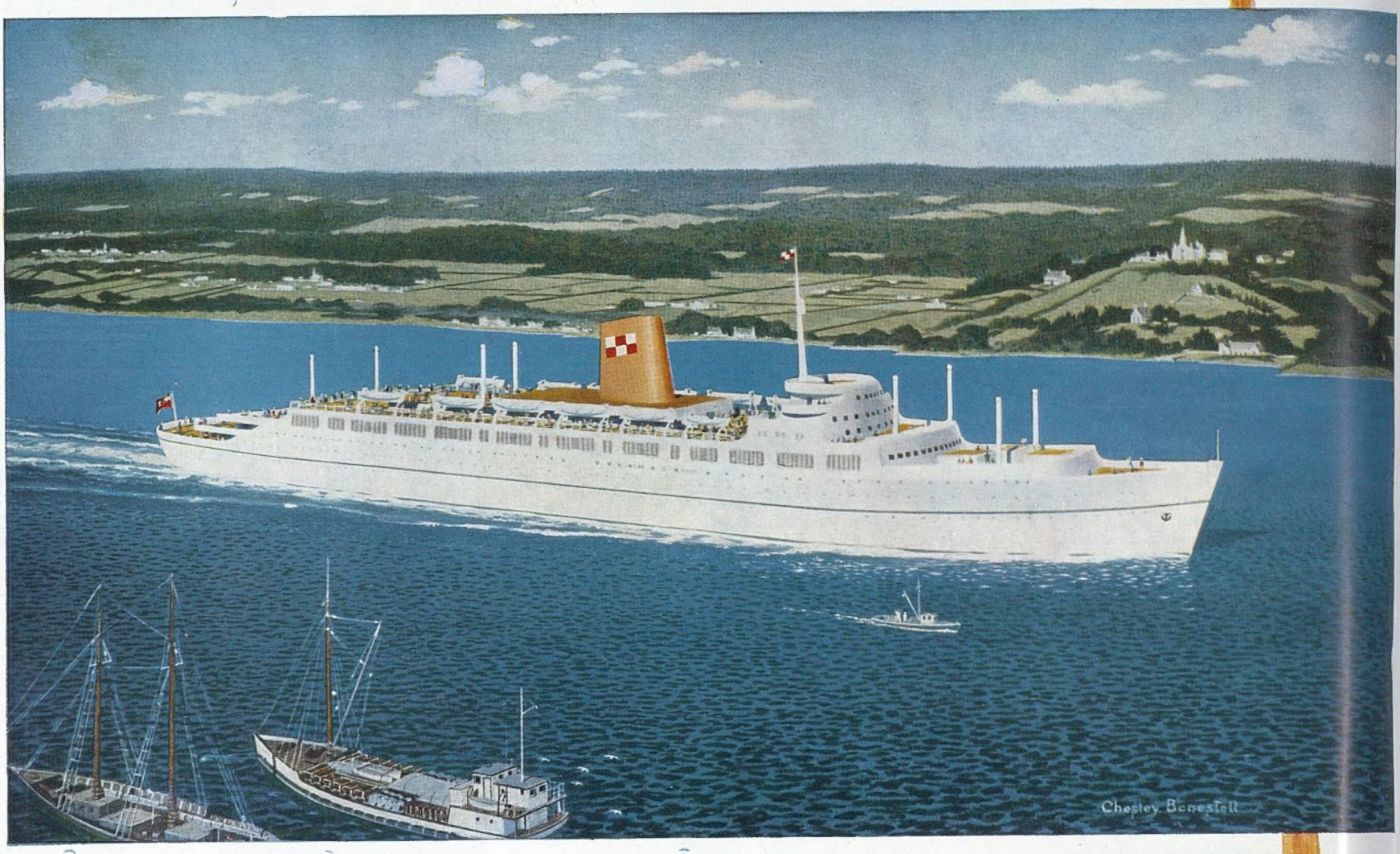

The magnificent new "Empress of Britain" sails up the St. Lawrence next Spring

Next Spring—as if the great St. Lawrence river had no purpose but to smooth her regal progress—the beautiful new "Empress of Britain", flagship and pride of the Canadian Pacific, will glide right into the heart of Canada—to Quebec and Montreal.

The new liner, third of the name, is the latest addition to the White Empress fleet, which offers swift and regular sailings on the Britain-Canada service. Her passengers will find every detail to be in keeping with her streamlined cut. Witness the echeloned decks, with their uncluttered invitation to the sun; witness the stabilizers for steadiness in all weathers; everything, indeed, from the great ballroom to the individual staterooms, all of which are separately air-conditioned. All that conduces to modern comfort, both for First Class and Tourist, has been included. Each traveller will know, too, that he or she can, if need be, continue the journey by rail in the lavish lap of Canadian Pacific service.

The Empress of Britain sails from Liverpool on 20th April on her maiden voyage. Cabot himself would have wished to be aboard.

Canadian Pacific

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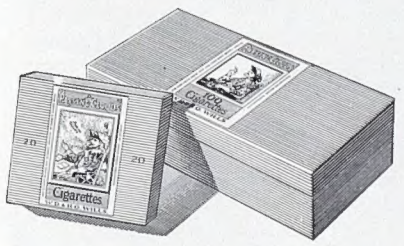
103 LEADENHALL STREET, E.C.3. TEL: AVENUE 4707 OR ANY OTHER CANADIAN PACIFIC OFFICE.



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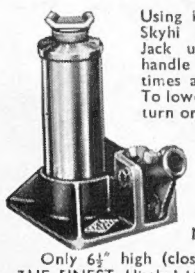

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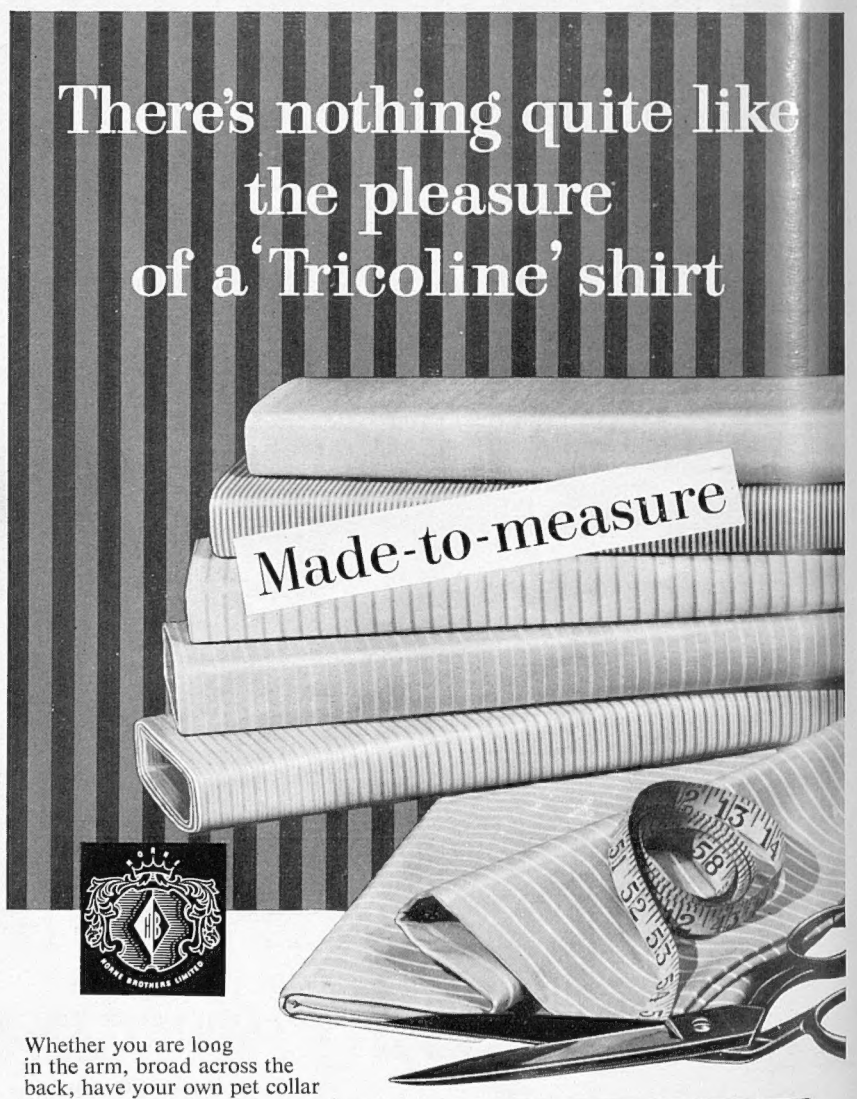

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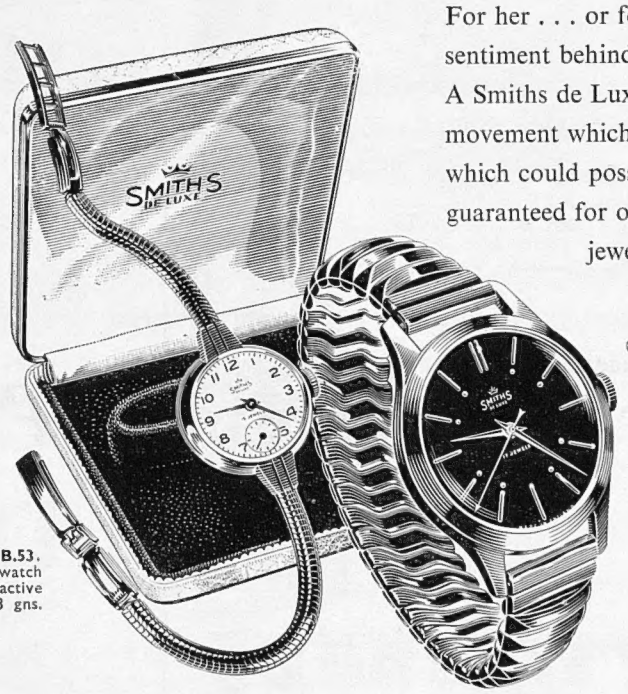

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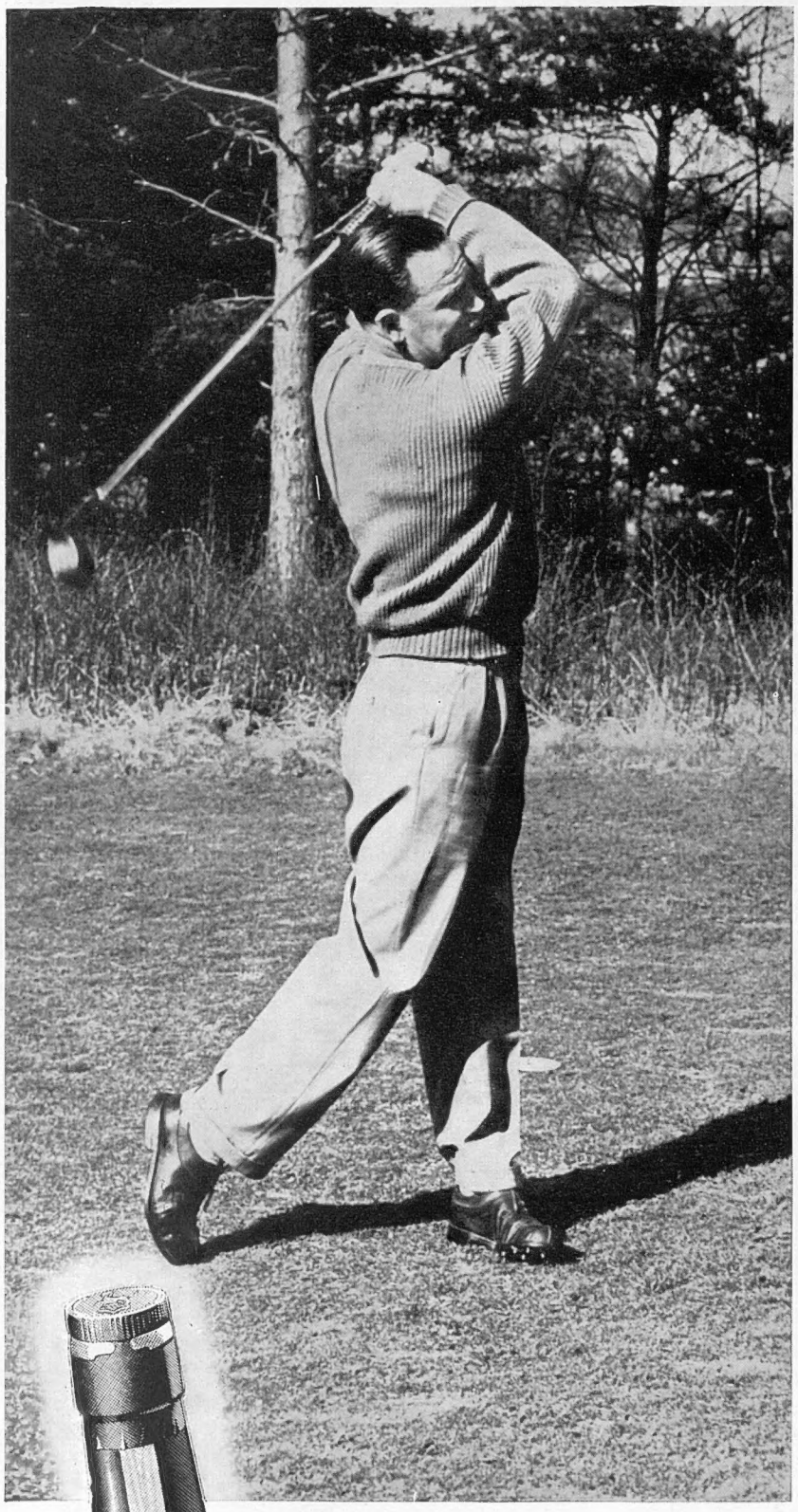

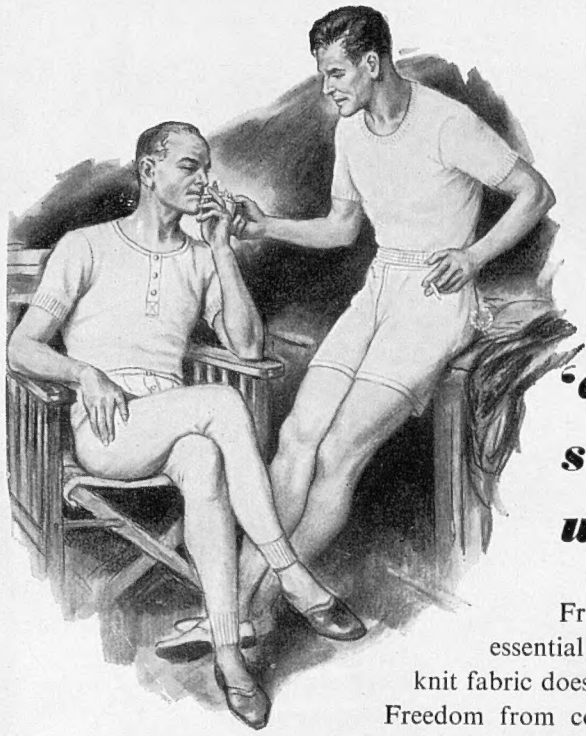

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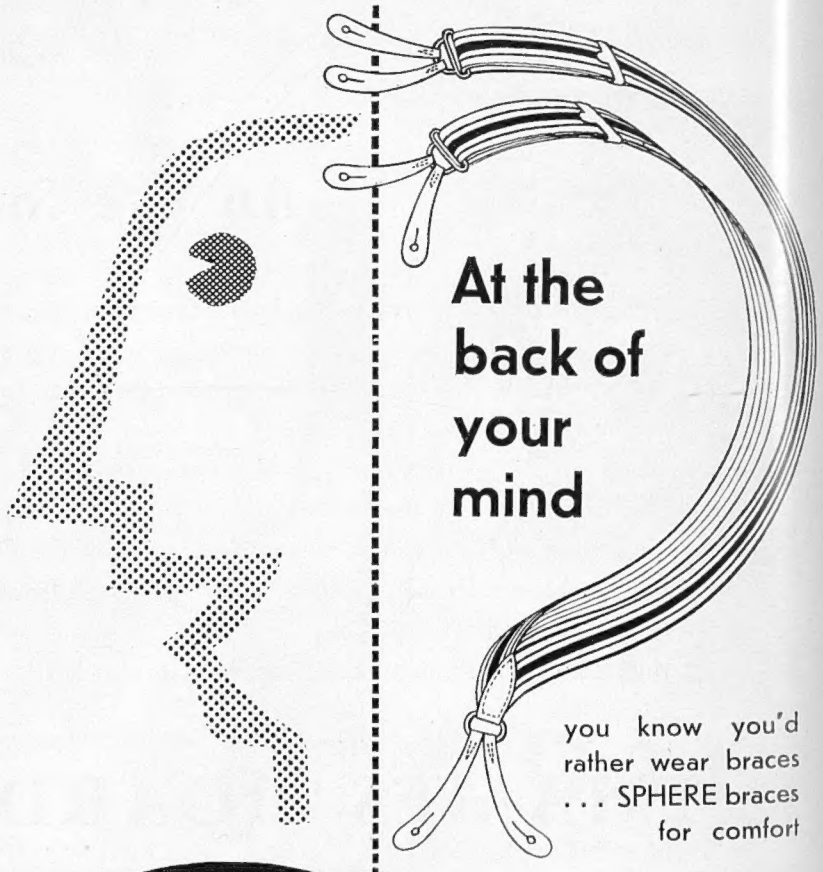

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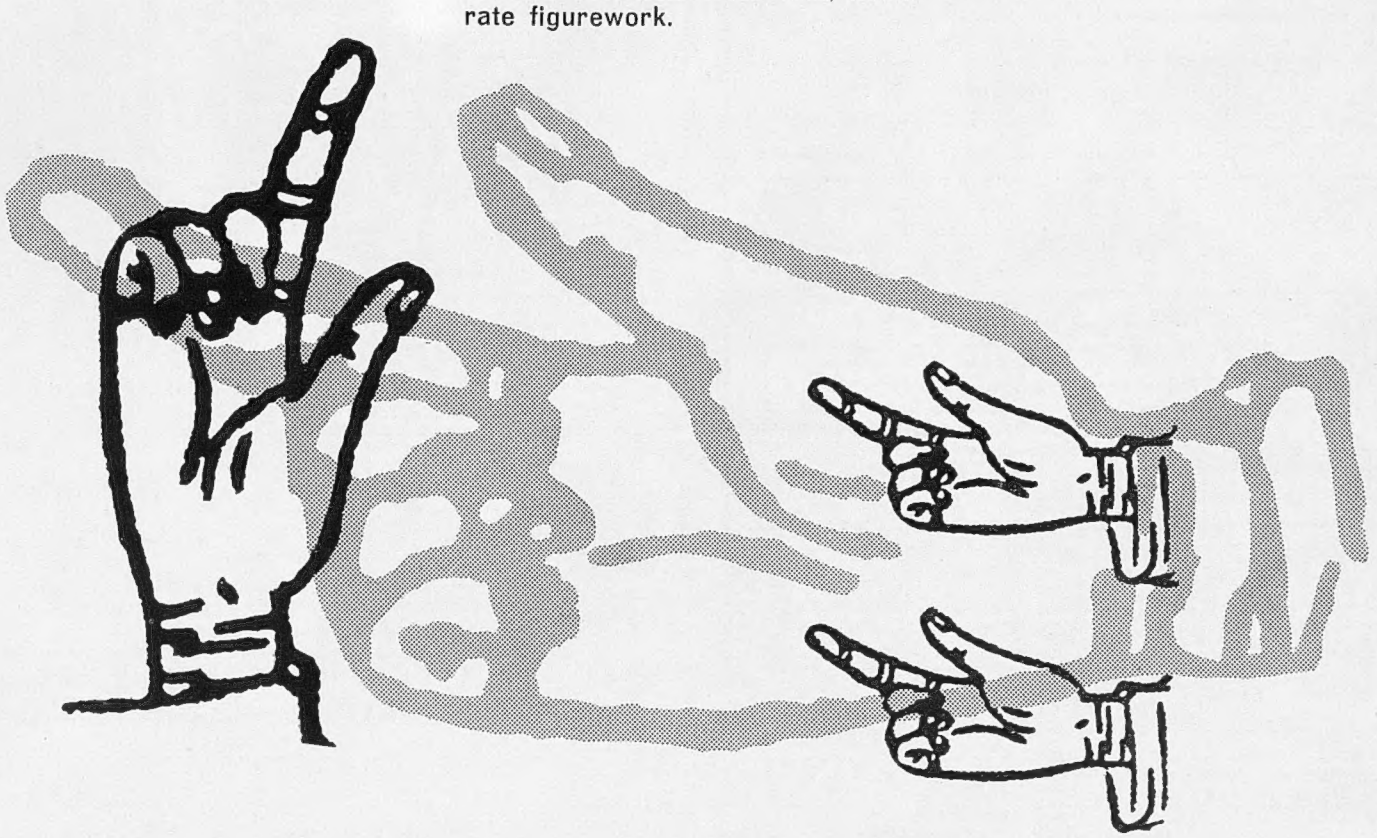

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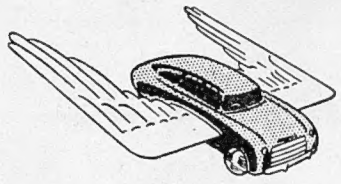

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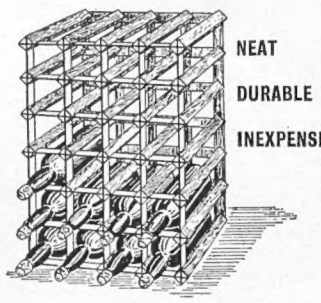

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Tuesday.

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Up here of course it is marvellous but you should have seen the luggage our party took—skis, ski-boots, trunks loads of stuff. But it all arrived safely and no extra charge, altho' some of us went 3rd. class sleeper, some 2nd. class with couchettes and one or two, very grandly, travelling 1st.

Take care of yourself

Peggy.

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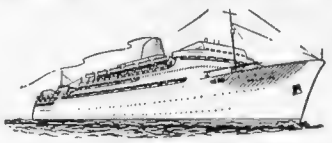

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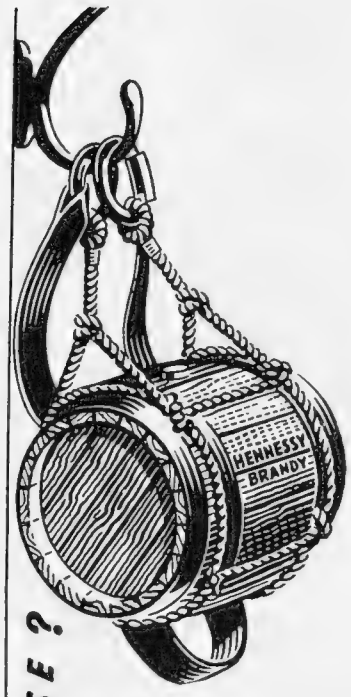

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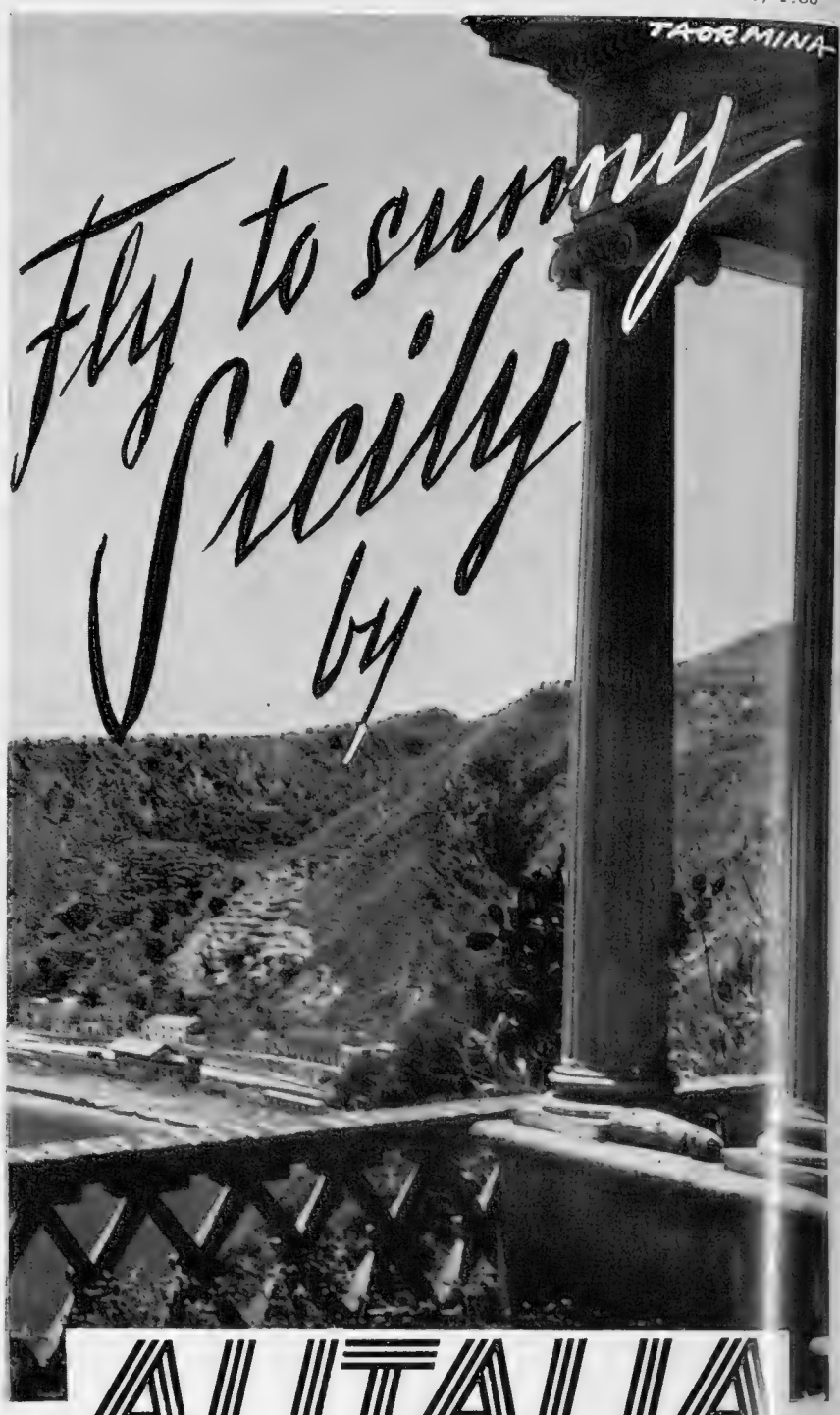

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Volume CCXXIII No. 2907 The SPHERE, London, October 29, 1955

The SPHERE

with which is incorporated THE GRAPHIC

THE STATUE OF KING GEORGE VI IN LONDON—SOME OF THE MANY WHO CAME TO INSPECT IT ARE SEEN AFTER THE UNVEILING ON TRAFALGAR DAY BY THE QUEEN : The bronze statue, which is 9 ft. 6 ins. high, shows the King in the mantle of the Order of the Garter over the undress uniform of an Admiral of the Fleet. The plinth bears only the inscription "George VI." Present at the ceremony besides the Queen were other members of the Royal Family and many leaders in Church and State and Commonwealth.

Bad weather could not mar the deep solemnity of the occasion for the entire British Commonwealth when the Queen unveiled the statue of her father in Carlton Gardens on Trafalgar Day last week. First, Sir George Wilkinson, chairman of the Executive Committee of the King George VI Memorial Fund, read an address. Then Her Majesty pulled a cord unveiling the statue. In her speech she said the King's "friendliness and simplicity, which so endeared him to his peoples during the trials of war, were the fruits of a lifelong interest in his fellow-men and of a human sympathy which were one of my father's most lovable qualities." Among those presented to the Queen at the end of the ceremony were Lady Boyce, widow of Sir Leslie Boyce, the first chairman of the Executive Committee of the Memorial Fund ; Mr. William McMillan, R.A., the sculptor ; Mr. Louis de Soissons, R.A., the architect ; Mr. F. Rowden, the foreman ; and Mr. D. L. Cherry, one of the masons. The statue is the central symbol of the whole memorial, the funds of which will be devoted to philanthropic purposes. (Other pictures, and the Queen at the Trafalgar Dinner, are on page 193.)

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IN HONOUR OF ST. GEORGE

THE ROYAL SOCIETY OF ST. GEORGE HOLD THEIR ANNUAL DINNER AT THE SAVOY HOTEL, LONDON: The President of the Society, the Duke of Devonshire, receives Dr. Dudley Beresford, during the reception which preceded the dinner. In the background is the guard of honour formed by pikemen of the Honourable Artillery Company. More than 500 people attended the dinner. It is held in October because, said the Duke of Devonshire, "there is always such a lot doing on April 23, St. George's Day."

THE CHAIRMAN AND THE SECRETARY ASSIST A GUEST: Sir Irving Gane (centre) and Mr. Hugh Smyth discuss the seating plan with Mrs. Jooste (wife of the High Commissioner for South Africa).

REPRESENTATIVES FROM THE BRITISH COMMONWEALTH: Mrs. Pandit, the High Commissioner for India, talks with Sir Gilbert Rennie, High Commissioner for the Federation of Rhodesia and Nyasaland.

On right—

A WORD WITH THE CHANCELLOR: Mr. R. A. Butler, the guest of honour, meets Mrs. Pandit at the dinner. When each speaker at the dinner rose to make his speech he was preceded by a trumpet fanfare.

YOUR CHRISTMAS PRESENT PROBLEM?

There can be no better Christmas present than a subscription to THE SPHERE—*a reminder every week in the year of your generosity. A greetings card will be sent at your request to notify the recipient of the gift at Christmas-time. The rates for* 12 *months, including Christmas Number, for Great Britain and Eire, are* £5 16*s.* 6*d.*; 6 *months and Christmas Number,* £3; 6 *months without Christmas Number,* £2 16*s.* 6*d. For Canada the rates for the same periods are* £5 14*s.*; £2 19*s. and* £2 15*s.*: *and for elsewhere overseas* £5 18*s.* 6*d.*; £3 1*s.* 3*d. and* £2 17*s.* 6*d. Terms include postage. For a smaller gift, the Christmas Number alone, with its many pages in full colour, can be sent for* 3*s.* 10*d. post free, anywhere.*

A London Newslette

195–198, STRAND, W.C.2.

Princess Margaret.—It is odd that the first comment I have ever made in print on the private affairs of Princess Margaret should be made immediately after a touching request by her for Press silence concerning her personal affairs. My hatred and loathing for the circulation stunts, the gossip and the guesses, the staring and queueing, of which for years she has been made a victim "in the name of humanity" know no bounds. And now, following the Court statement on behalf of the Queen, one might hastily comment that the ineptitude with which the affair has long been handled by the Court Public Relations Department is as deplorable as the bad taste and cruelty so long practised by a section of the Press and the public that enjoys that bad taste while it gives lip-service to Royalty. That would be hasty and unthinking criticism. Princess Margaret's position is almost unique. As heir to the Throne after the Queen's children, the children of her marriage are involved, and the late announcement from the Court makes it necessary for the most responsible journals to deal with the subject impersonally. She cannot marry without the Queen's consent given in Council—that is, with Government responsibility for the consent. That is a provision of the Royal Marriage Act. If such consent is withheld, she can marry without it after twelve months' notice to the Privy Council, subject to the veto of Parliament. Quite apart from the danger that, if the matter were debated in Parliament, or even in the Cabinet, a controversy splitting Church and State, of both of which the Queen is the head, might come about, it becomes clear that a considerable time must elapse before the marriage which it is believed she contemplates could take place. Thus the Court announcement cannot be wholly criticised for its terms, though perhaps for its deferment until recently.

Thoughtful citizens must feel the deepest sympathy for Princess Margaret (as, of course, for the Queen) in the dilemma. If the Queen withholds her consent, she may seem to destroy the happiness of a loved sister. If the Princess is set on the marriage, she can renounce for herself and her issue succession to the Throne, if indeed she contemplates parting with any of the privileges of her high station—or its responsibilities. That right of succession looks remote enough but cannot be disregarded. If she renounced, the Act of Settlement would require an amending Act and every Government of the Commonwealth to which the Statute of Westminster applies would be required to pass it. (On the other hand, one or two responsible journals assume that the Queen's consent will be given in the near future.)

Dilemmas.—Perhaps the question of renouncement might be deferred, if it arose, until the meeting of Dominion Premiers in the summer of 1956. The strain and stress must therefore be longer drawn-out, and the prospect of silence and sympathy by the sensation-loving section of the community (here or abroad) seems remote. In all this one's sympathy for the Queen and the Princess is great indeed. Many other corollary reflections suggest themselves: To King George V and to Queen Mary, as their reign continued, the Monarchy became the supreme loyalty overriding *all* other loyalties. Much of their tradition and concept of Constitutional Monarchy is woven into the pattern of our Monarchy to-day. Apart from the religious aspects raised by a particular marriage, it is possible that now or hereafter a difference might be observed in the attitude of the Court, on one side, and of a newly-democratised "nation" on the other, to the status of a person who might be accepted as a fit non-Royal suitor for a Royal Princess. If the suitor were an English duke, would the path (apart from any religious objection) be smoother? I fancy it would. And, if so, our vaunted democracy would cry out that such an argument was illogical and retrograde—and with some justice. Before leaving this subject, which distresses a large part of the nation, it is pleasant to record one encouraging event. The only possible way in which the nastiness and bad taste of some of the Press in this form of exploitation can be checked is action by readers of the offending journals. Such action was recently announced from an admirable quarter—the J.C.R. of Balliol, who have banned the offending journals until they reform. Let us hope the Senior Common Room will follow suit and Balliol, old and young, set an example to their less well-educated fellow citizens. It is high time such an example was set. We are coming to ask ourselves whether the almost universal lip-service of resp love, *veneration* for our Royal Family has substance at all for millions of our citizens.

By the People or for the Peopl—We often hear—sometimes with justice—t Governments have forgotten how to govern that their declared policies are half-baked or n nibbling or compromise. And excuses are found supporters of the Government of the day, or Shadow Opposition, that in framing policy t Cabinets must consider what the voters will sta There is sense in this: a Government is put in po by the will of the people. The question then aris do the people annex their will to their votes and g a blank cheque, or do they reserve the right to dec just how far a Government elected by the peo may go in legislating *for* the people? In the long r of course, that right *is* reserved. In four or five ye the people can turn out a Government which goes far or carries out unpopular measures. But for f years at least (normally) the question is very releva I don't know if it was always so, but in recent tim Premiers and Shadow Premiers have openly admitt that their policies must be limited to what a worki majority of the electorate will stand. More, mo more, might be good for their *health*, but the vi thing is that the Tories (or the Socialists) should rem in power (or regain power). So declared policies m inevitably be "half-baked" or baked to major taste. Famous instances cited include Mr. Baldwi failure to put forward a moderate rearmament p gramme from fear of losing the 1935 election. T Socialists cried shame, as well they might, but recen at Margate some of them let fall utterances suggest that perhaps the damnable principle that party more important than country has come to st

DR. ALBERT SCHWEITZER, O.M., IN LONDON

PLANS FOR A PORTRAIT: Augustus John (right) calls on Dr. Albert Schweit in London to discuss plans for the portrait which he is painting. meeting took place in a small room at a restaurant in Westminster. Earl during his stay in England, the eighty-year-old missionary, doctor, scho and musician had been to Buckingham Palace to be invested by the Qu with the Order of Merit. Dr. Schweitzer also met the Prime Minis

Of course, the principle (if you can call it a princ is expressed in a prettier formula: "The coun will go to hell if a Tory (or Socialist) Governm enjoys power. Better therefore a Socialist (or To Government with a weak, wobbly or popular poli than a policy which might alienate the voters a bring the other side in." This may be sound par strategy, but it plays havoc with the ideal that Government should govern without fear or favo and when elected by the people should govern for t people, without thought of electoral consequences

Mass Evangelism.—I was interested Dr. Garbett's speech read by the Bishop of Durh at York Convocation on the subject of mass evangelis He spoke chiefly of Billy Graham. He described hi as neither a scholar nor an orator. He attribut none of the success of his crowded meetings to t shrewd publicity which preceded them. The peop came to hear and be persuaded by a man they h was called by God to the work of evangelism. T Archbishop warned the Convocation that Dr. Graha did not cater for all sorts and conditions. A lar proportion of the nation could no longer be satisfi with a simple gospel. Moreover, with the rest Graha might succeed where other evangelists would signal and damagingly fail. I am the least qualified to views on the subject. I should be uncomfortable a revivalist meeting. But I subscribe to the Arc bishop's view of the value of the influence of a sincer good and simple man in bringing people back religion. Indeed, it seems to me the first influenc

But there exists an important part of the nation worth catering for—those who find their appeal in religion based on tradition, on the tradition of their childhood in good homes, not least on the beauty of the English prose in their favourite remembered passages in the lessons, the collects, gospel and epistles and hymns. And it often seems to me that this not negligible body is alienated or distressed by certain modern features designed to bring religion more nearly into our daily humdrum life and speech. While rightly half the hymnal should be scrapped and outlawed, as outrageous doggerel or jingle, I cannot approve the substitution of extempore prayers by parsons not well trained in that difficult art, as Scots ministers often are. And I regret anything that supersedes the glories of the Revised Version and the particular gems which, through memories and traditions of childhood, can still engage my attention and revive my faith.

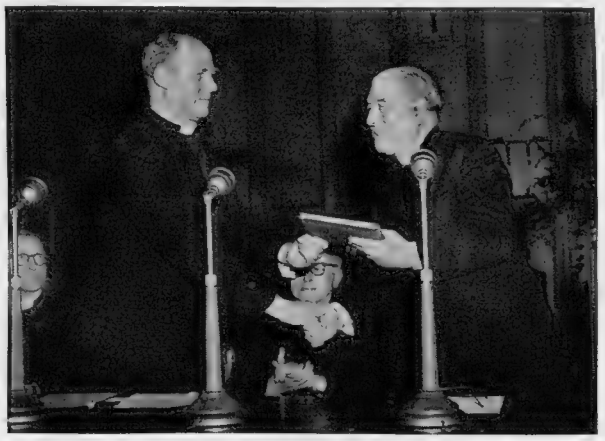
Semi-Nude.—Durham County Council Education Committee are sending a protest to the Board of Trade about the sale of packets of chewing-gum containing pictures of "semi-nude pin-up girls" to schoolchildren in the county. That is news, and it is not for me to say that the Committee is ill-advised concerning the protest. The pictures may be objectionable and suggestive. But quite certainly the use of the euphemism "semi-nude" for half-naked *is* objectionable. How scornfully we debunked the Victorians, how triumphantly turned out their stuffy cupboards and let in light and air, how we chuckled over their "unmentionables" for trousers and their "draped" piano legs. Ours was to be an age of truth, frankness and realism. But still we strain at gnats while we swallow the camel. We are too Victorian, too escapist, too refined, to accept Bible English to express simple facts. We are shocked at the word "naked." We prefer "undraped" or nude. I have seen a "dirty-clothes basket" "refined" into a "soiled linen tidy." To die is too crude. We "pass on" or over. Perhaps, like our democracy, our realism is half-baked and in the transition state. It may be that trousers became shocking after and not before they ceased to be mentionable.

Jewels of a Madonna.—The Press of the Western world goggled over an exhibition in Buenos Aires of the hoard of jewels and other personal possessions of Perón and Eva Perón. The jewels were valued at £1,250,000. There were 600 hats and 400 suits. No doubt the figures are exaggerated, but, even so, it goes to show that power corrupts. It goes to show also that when statues are overthrown, their feet are found to be of cheap clay. No doubt Eva Perón received many public gifts of gewgaws from her sincere admirers, and it was not for her to refuse them or refuse to wear them. But Perón had some years as a widower in which to cash them as a means of cashing his promises to the underdog, but . . . they remained in his private treasury. A dictator in power is a very noble figure, a dictator dethroned a very shabby thug. That was true of Hitler, Mussolini, and of smaller fry, such as the last King of Egypt. Their reputations lost on the swings far more than they gained on the roundabouts, and absolute power is once more branded as absolute corruption. There Cæsar lies "and none so poor to do him reverence." On the contrary, Perón is to be court-martialled *in absentia*.

Esq.—I am afraid it is true that the suffix or title "Esquire," of which we have lately heard so much, has become one with the powdered footmen and the Dodo. There are, of course, still plenty of eldest sons of knights to claim it as a right or accepted courtesy, far more, indeed, than there are "landed gentlemen." But to claim is one thing—to have a claim conceded, another. Letter-writing, as a social recreation, having gone out of fashion, it is probably true that most of a man's home correspondence nowadays is from Government offices, central or local, and such institutions as provide electricity, gas and fuel, or from shops. All these have, broadly, banned the "Esq." in favour of "Mr." Indeed, only one's old-fashioned banker can be relied on to continue the decent old courtesy. So "Esq." is on the run, to join the Dodo and the powdered footmen, and with it surely must go everything else that (conventionally) must succeed the surname. "John Brown, Esq., C.B.E.," may serve, but "Mr. J. Brown, C.B.E.," somehow doesn't fit. If that were established as bad form, it might perhaps induce some Civil Servants who have banned "Esq." to change their minds. For they themselves may one day be hoist with their petard. Their own O.B.E.s and M.B.E.s will blush unseen and they will be as plain as the majority of plain Misters. This danger, indeed, is already occurring to them, and some are claiming the suffix "Esq." for the junior ranks of the orders of knighthood. But I doubt if there can be any going back. The marvel is that these old conventions and shibboleths survived two world wars and linger on so long in the aftermath of the greatest social revolution in our history. Our democracy is still half-baked, the idea of equality a sham, we are more muddle-minded than ever before, and in this period of transition, there are features in the bestowal of honours and rewards, as in the continued existence of an hereditary aristocracy, that can with justice be called illogical, archaic and even absurd. Perhaps when the Labour Party begins to explore its first field of enquiry, "equality," the investigators will spare a few moments to such tremendous trifles as "Esq." and even "Bart."

THE OLD STAGER

THE DIOCESE OF LONDON SAYS FAREWELL TO ITS BISHOP



THE RIGHT REV. J. W. C. WAND TAKES LEAVE OF HIS DIOCESE AT A MEETING IN GUILDHALL: The Bishop addresses the gathering after the Lord Mayor had presented a cheque for £1,650 to which people in every parish of the Diocese had contributed. About 1,200 people attended the meeting to say farewell to Dr. Wand, who has announced his intention to retire after ten years as Bishop of the Diocese. The Lord Mayor said that Dr. Wand would go down in history as the Bishop who successfully achieved the restoration and the reconstruction of the spiritual and physical life of the Church in this great city. In reply Dr. Wand said: "I shall always be grateful to God for having given me my task in London, and I can never be sufficiently grateful to my colleagues and to you, my dear people, for giving me the privilege of sharing in this task."

On left—
A SOUVENIR OF THE OCCASION: The Bishop of Kensington (left) presents an album to Dr. Wand, containing the names of the subscribers to the cheque.

THE MONK MASONS OF PRINKNASH ABBEY

THE MONKS OF PRINKNASH ABBEY, GLOUCESTERSHIRE, ARE BUILDING A NEW EXTENSION TO THE ABBEY'S LAITY CHAPEL: Three of the Brethren are seen working on one of the doorways of the Abbey which they are building with a minimum of professional supervision. On the ladder is Brother Laurence, who is assembling a statuette of Abbot Parker, the last Abbot of Gloucester. In addition to carrying out most of the building work themselves, the monks of Prinknash are also quarrying and carving the stone in the Abbey grounds.

150 YEARS AFTER TRAFALGAR

Ceremonies in London and Portsmouth are Held to Mark the Anniversary of Nelson's Great Naval Victory

THE DUKE OF EDINBURGH INSPECTS A NAVAL GUARD OF HONOUR AT TRAFALGAR SQUARE, LONDON, AS HE ARRIVES TO ATTEND THE TRAFALGAR DAY SERVICE ON THE 150TH ANNIVERSARY OF THE BATTLE : On this special occasion the guard of honour was provided by the Royal Naval Barracks at Portsmouth, which takes its name from Nelson's famous flagship, H.M.S. *Victory*. The Duke of Edinburgh was accompanied by Lord Mountbatten, the First Sea Lord, and Mr. Thomas, First Lord of the Admiralty. Also present were the High Commissioners of the Commonwealth countries and high-ranking Naval officers. The service was conducted by the Ven. F. N. Chamberlain, Chaplain of the Fleet, and the music was provided by the Royal Marine School of Music.

LOOKING DOWN ON TRAFALGAR SQUARE DURING THE CEREMONY : The guard of honour and the Royal Marine band are drawn up in front of Nelson's Column. The Union Flag and the White, Blue and Red Ensigns hang from the top of the column, and the plinth is decorated with green garlands. The flags denoting Nelson's famous signal to his fleet complete the scene.

A TRIBUTE FROM THE SMALL SHIPS OF BRITAIN'S MODERN NAVY : Fast patrol boats visiting the Thames for the Trafalgar Day ceremonies are at their moorings at Westminster Pier. Like all ships on home and foreign stations throughout the world, they are dressed overall in honour of the occasion.

THE TRAFALGAR DAY CEREMONY AT PORTSMOUTH : Admiral Sir George Creasy, C.-in-C., Portsmouth, lays a wreath on the spot where Nelson fell while directing the battle from H.M.S. *Victory*. The memorial service, conducted by the Rev. F. D. Bunt, Chaplain of Portsmouth Dockyard, was attended by representatives of ships and establishments, and by the Lord Mayor and members of Portsmouth Corporation. *On right*—Nelson's signal "England expects that every man will do his duty" flies from H.M.S. *Victory*.

The Queen Unveils Her Father's Statue

And Later on the Same Day She Attends the Trafalgar Dinner at the Royal Naval College in Greenwich

THE CEREMONY IN THE RAIN AT CARLTON GARDENS : Protected by an umbrella, the Queen speaks after unveiling the statue of King George VI. *On left*—Her Majesty has just pulled the covering flag from the statue. Behind her and facing the statue are Queen Elizabeth the Queen Mother and the Duke of Edinburgh. In the left background is some of the crowd which gathered in the Mall for the ceremony.

THE ROYAL GUESTS AT DINNER IN THE HISTORIC PAINTED HALL OF GREENWICH : In this glittering scene the Queen sits at the centre of the table on the dais. On her right are Mr. J. P. L. Thomas, the First Lord of the Admiralty, and the Duke of Edinburgh, and on her left are Lord Mountbatten, the First Sea Lord, and Sir Anthony Eden. The dinner at the Royal Naval College was in commemoration of the 150th Anniversary of the Battle of Trafalgar. Nearly 100 admirals were present, with about 200 junior officers.

A PREFABRICATED BRIDGE IS LOWERED ON TO A VESSEL: It is being put into its place on the hull of a fishing vessel in one of the Hamburg yards. Prefabrication has done much to speed up construction in the yards.

READY FOR THE DAY'S WORK: From far and wide, shipyard workers arrive on bicycles and motor bicycles at the ferry in Hamburg, waiting to be taken across the River Elbe to their work. The day shift for more than 60,000 workers begins between 6 and 7 a

BOOM DAYS IN HAMBURG'S SHIPYARDS

The Prodigious Output of German Shipbuilders, even though not yet at Full Strength, Causes Concern for the Future of British Yards

One of the phenomena of post-war Germany is the rehabilitation of its great shipbuilding industry, and nowhere is this seen to better effect than in Hamburg. Despite the fact that the greatest yards of all, those of Blohm und Voss, are still largely out of action, Hamburg is threatening to become a serious rival to the British yards on the Clyde, Mersey and Tyne.

At present British shipyards have full order books which will keep them busy until 1958 or 1959, so that there is no need to panic or forecast the doom of Britain's shipbuilding industry. But it might be salutary to examine now, while there is still time to make rectifications, just why, and in what way, Hamburg has the edge on, say, Clydeside.

What has happened in recent months is that British shipping lines have gone to Germany for building and repair work which is normally carried out in British yards. The Shaw Savill Line has placed a contract in Germany for three new vessels worth around £1,000,000 each. The liner which took the Queen on her Commonwealth tour, the 15,000-ton *Gothic*, is being repaired in Germany. The reason that British ship-owners have gone to Germany for these and other jobs is that no British shipyard can complete the orders in the time specified. It is not because the owners prefer the foreign craftsmen.

It is not, however, enough to say that British yards prosper because their order books are full. The question must be faced: could they prosper even more? Examination of the Hamburg shipping boom shows that improvements could be made in two respects: output per square mile of shipyard space and output per man.

The destruction caused to Germany's shipyards by Allied bombing during the war and by the policy of "dismantling" after it has proved to be a blessing in disguise. For the Germans have been able to build anew to the most modern designs, taking into account the most recent production techniques. The picture of two vessels under construction in the Stülcken yards shows how scarcely a foot of valuable space is wasted. British yards, on the other hand, are older and more inefficient in their use of space. Boundary walls, streets, houses and office buildings tend too often to clutter-up the limited area with a river frontage.

To alter the topography of British shipyards would be a matter of large-scale reconstruction. To alter the outlook of the shipbuilding unions would require as drastic an operation. The British workman in the shipyards yields to no one in his loyalty to his job or in his skill in executing it. But long periods of unemployment in the past, when the shipyards lay idle and workers were laid off, have left bitter memories in the British shipyard worker or, at any rate, his union representative. His determination to avoid recurrence of any such unemployment is such that he would rather forgo the additional prosperity that may come his way to-day. This is, of course, a short-sighted policy, for it may well be that shipowners will take a lesson to having their vessels built and repaired outside Britain yards, so that if ever there were a slump in shipbuilding Britain might be the first country to feel its effects.

Nevertheless, the trade unions do carry out restrictive practices which slow down production in the yards and there is every support for them from the workers. The position is made even more difficult by the multiplicity of unions representing the interests of workers: on Clydeside there are sixteen, and one of the solutions that has often been suggested is that shipbuilding employees be represented by one union.

There is nothing like the same problem in Germany because the attitude of the German worker is quite different. They do have strikes (there was quite a serious one in Hamburg this summer) and they do have trade unions (though not as many as in Britain), but their attitude to their work lacks the bitter memories of unemployment so characteristic of the

THE GREAT POTENTIAL OF SHIPBUILDING HAMBURG THAT STILL REMAINS UNTAPPED : In the foreground are the great Blohm und Voss shipyards, where order is taking the place of the chaos of rubble and twisted metal which was the result of Allied bombing during the war and "dismantling" afterwards. But the city of Hamburg across the Elbe, and the shipyards on both sides of Blohm und Voss, are already thriving to such an extent that they promise soon to rival Britain for orders.

On left—

WAITING TO BOARD THE FERRY : There is a strange uniformity about these men waiting to go to their work across the river. Open-neck shirts and brief-cases in the left hand appear to be the dress of the working day.

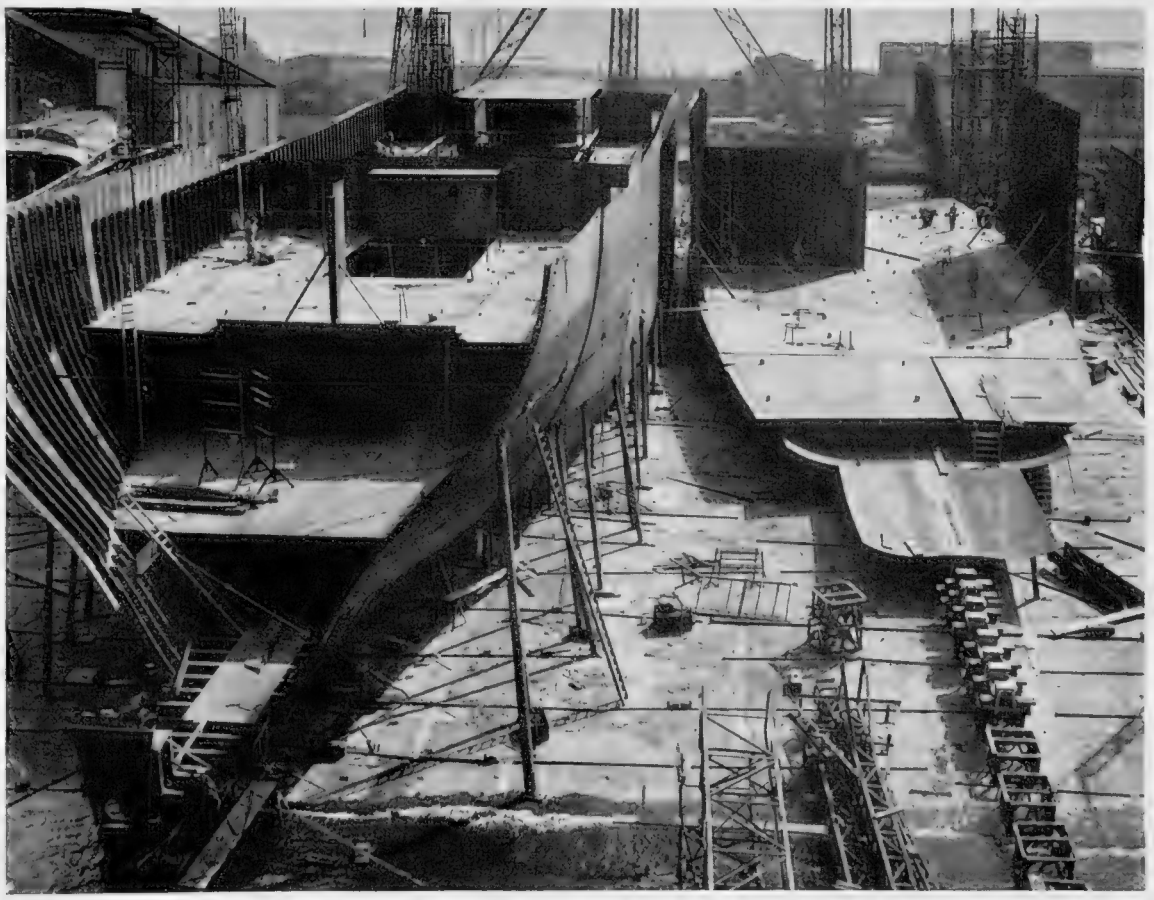
On right—

A SHIP'S BRIDGE "COMES IN TO LAND" : Like the batman on an aircraft carrier, the foreman supervises the lowering of a 20-ton bridge which is prefabricated.

ARD ...ILL : The operations board at the Stülcken Yard, ...t to Blohm und Voss, shows that every berth is ...ed with vessels under construction or being fitted out.

...ipy...d worker. Most German workers enjoy their job—nd t... task in hand—for its own sake. They feel they re ...rt of the business, and they like to see the ob ...ne well and properly. The team spirit that xists among the workmen, and between workers and nion officials and employers, gives impetus to this esire to get the job done—and quickly.

The result is that more ships are built in German ards per man than in Britain. At the end of the war ermany had lost 98 per cent. of her merchant fleet; -day the reappearance of German freighters, tankers and assenger ships all over the world is presenting a challenge British shipping. 1955 began with a German merchant eet of 800 ships totalling 2,107,926 gross registered ons. The target set by the West German mercantile ipping trade is 3,000,000 tons by the end of this year. Thus the German shipyards are not only beginning attract custom from abroad but are also being kept ery busy in rebuilding the country's own merchant eet. The productivity of such ports as Hamburg will e even greater when large concerns like Blohm und oss are once again geared for their maximum output. he challenge to British yards is still only potential. ut the omens should be read, and the lessons learned, efore it is too late.



EVERY FOOT OF SPACE IS UTILISED AS THE HAMBURG YARDS RUSH TO FULFIL THEIR ORDERS : Two 6,000-ton ships are seen under construction side by side in the Stülcken Yard. The vessel on the right was begun only a fortnight after the laying of the keel of the other. One of the criticisms made of British shipyards is that too much valuable space is wasted by buildings and walls which clutter-up the working areas in the yards.

THE SAAR SAYS NO

By a Majority of Two to One the People of the Saar have Voted Against Becoming "European" Under the Statute

In 1934 the Saar said "Yes"; last week-end it said "No." But the two plebiscites amounted to the same thing: a desire for reunification with Germany. The people of this little territory, so rich in coal-mines, squeezed between Lorraine on the French side and the Southern Rhineland on the German, were asked last Sunday to decide whether they wished their country to be made a "European" territory under the Saar Statute. By 423,534 votes to 201,973, they decided "no." In 1934 nine out of ten voters elected that the Saar should become a part of Hitler's Reich.

In 1934 the Saarlanders, who are Germans by race, merely had to decide whether they wished to continue to live under the French occupation of the area, which had been agreed under the Treaty of Versailles to compensate France for losses to her coalfields in the war. The issues this year were rather more complicated, for the Saar Statute, which was to replace the French occupation of the area after the last war, was agreed by both France and Germany.

Under the Statute, the Saar was to have become a "European" territory, administered by an independent commissioner. It was the result of a compromise in January between Dr. Adenauer, the German Federal Chancellor, and M. Mendès-France, who was French Prime Minister at the time. The question of the Saar was bound up with French and German participation in Western European defence, and it was known that the agreement between France and Germany was, at best, a compromise. Dr. Adenauer was accused in Bonn of admitting German liability to recompense France with the Saar for war damage. Those in France who foresaw the result of the plebiscite, which was part of the agreement, accused M. Mendès-France of truckling to German nationalism.

The supporters of the Statute were hampered by the ineffective campaign of the unpopular Saar Government on its behalf. The Prime Minister, Herr Hoffmann, resigned as soon as the result of the plebiscite became known. The campaign preceding the referendum was transformed by the emergence of the violently pro-German parties which formed the Heimatbund. Two of these had been banned by the French authorities until shortly before the campaign began, and it was quickly seen that for reasons of sentiment and sympathy this confederation of parties, calling on the Saar to vote "Nein," was gaining popular acclaim.

The result of the plebiscite does not mean that the Saar will become a part of Germany. But it does imply that an entirely new approach will have to be made to the Saar problem, in the knowledge that two-thirds of the population support parties that can no longer be kept out of active politics.

JA ! NEIN ! JA ! NEIN ! : In Saarbrücken, capital of the Saar Basin, election posters calling on the 670,000 electors to vote for or against the Saar Statute are crowded together. The plebiscite, which ended in an overwhelming vote against the Statute, was preceded by a noisy campaign waged mainly by the confederation of pro-German nationalist parties.

PRO-GERMAN NATIONALISM SWEEPS THE SAAR ONCE AGAIN : "No to Europeanisation of the Saar under the Statute" is the message these demonstrators bear in Neunkirchen shortly before the plebiscite. In 1934 the Saarlanders voted by a majority of ten to one for reunion with Germany. The vote last Sunday was two to one against the Statute.

THE FRONTIER IS CLOSED BEFORE THE PLEBISCITE : To avert intimidation by outsiders on the day of the plebiscite the frontier into the Saar was closed.

THE CONFIDENT VICTORS OF THE SAAR PLEBISCITE : Leaders of the three pro-German parties are seen before the result of the plebiscite was announced. From left are Dr. Hubert Ney, Herr Kurt Conrad, and Dr. Heinrich Schneider. Together their parties formed the Heimatbund, which aims at eventual return of the Saar to Germany.

THE EX-STORMTROOPER WHO HAS EMERGED ON TOP : Dr. Heinrich Schneider, leader of the pro-German Democrat Party, casts his vote in Saarbrücken.

THE DEFEATED PREMIER : Herr Johannes Hoffmann, Prime Minister of the Saar since 1951, who resigned on the defeat of the Statute which he sponsored.

THE KABAKA RETURNS HOME

The Ruler of Buganda is Given a Great Welcome when he Comes Back from Exile and Inaugurates a New Constitution for his Country

AFTER TWO YEARS IN EXILE : The Kabaka of Buganda drives through the crowds outside his Palace in Kampala. In the background is the new Parliament building.

THE NEW TREATY IS SIGNED : The Kabaka and Sir Andrew Cohen, the Governor of Uganda, sign the new Buganda Agreement in Kampala. Thus the constitutional dispute which led to the Kabaka's exile in November 1953 is ended. The agreement provides for a new constitution by which the powers of the Kabaka are limited and he rules with a Chief Minister and Council of elected Ministers.

THE KABAKA IS RESTORED TO HIS THRONE : With Mutesa II sit his wife, the Nabagareka, and Sir Andrew Cohen, the Governor of Uganda, in a pavilion in front of the Palace. The Kabaka was about to declare his loyalty to the new agreement.

It was estimated that 100,000 people crowded into Kampala to welcome the Kabaka of Buganda back to his country and to enjoy the scenes of colourful splendour which accompanied the signing of the new Buganda Agreement. Under it, the Kabaka undertakes to co-operate with the British Government and allows increased powers to his Chief Minister and Council of Ministers popularly elected. Mutesa II was exiled two years ago because he demanded independence for Buganda from the rest of Uganda. Now it is hoped the new pact has started a happier chapter in the history of Buganda. But in his speech at the signing, the Kabaka referred to his aim of "self-government for Buganda within the framework of a self-governing Uganda." This repetition of his ambitions at the present time raises certain doubts about the future.

A DENSE CROWD HEARS THE OFFICIAL SPEECHES : They are listening to the relay of the speeches at the signing of the agreement. On the right is one of the triumphal arches through which the Kabaka drove.

LEADING THE APPLAUSE : During the relay of the speeches from the Pavilion outside the Palace to the vast crowd in Kampala, these drummers led the applause. They signified approval by frequently beating their drums.

"SELF-GOVERNMENT FOR BUGANDA" : Hopes for this were expressed by the Kabaka in his speech at the signing of the agreement. On his right are Sir Andrew and Lady Cohen. Mutesa II implied that he has not entirely given up the idea of Buganda separatism.

The Foreign News in Pictures

FRANCE AND NORTH AFRICA

An Important Step Taken in Morocco, a Vote of Confidence Won in Paris; and a Survey of Other Recent Events in Europe, the Middle East, and America

THE LONG-AWAITED MOROCCAN THRONE COUNCIL MEETS FOR THE FIRST TIME : *On left*—The Resident-General in French Morocco, General Boyer de Latour, shakes hands warmly with the Grand Vizier, the centenarian Haj Muhammed el Mokri, at the inaugural meeting of the Council of the Throne at the Imperial Palace of Rabat. *On right*—The four members of the Council, which is to exercise the prerogatives of the throne in the absence of a Sultan, seen at right. From left are Si Bekkai, Si Sbihi, el Mokri, and Si Tahar Ouassou.

An acute sense of timing has enabled the French Prime Minister, M. Faure, to carry two important votes on North African policy by comfortable margins, much against expectations. The walk-out of the French Delegation from the United Nations over the question of Algeria gave M. Faure the opportunity to appeal for solidarity when Moroccan policy came before the Assembly. And the long-awaited appointment of the Council of the Throne in Morocco encouraged deputies to renew their confidence in the Government when it came to a vote on Algeria.

The Council of the Throne is to exercise the prerogatives of the Moroccan throne in the absence of a Sultan. In fact, it has been found necessary to appoint four members to the Council instead of three as envisaged at Aix-les-Bains last month, in order to meet the demands of the various factions. Any decision that the Council takes must be unanimous.

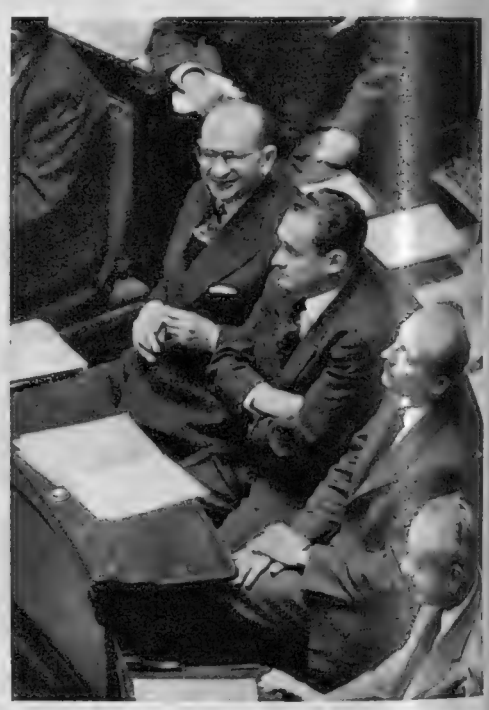
At the head of the Council is the Grand Vizier, el Mokri, believed to be 104 years old, who enjoys the support of el Glaoui, the Pasha of Marrakesh. Representing the nationalist view is Si Bekkai, the former Pasha of Sefrou ; and the spokesman of the pro-French views is Si Tahar Ouassou, Caid of an Atlas mountain tribe and an officer in the French Army. The religious element is represented by Haj Muhammed Sbihi, an Islamic scholar. The Moroccan nationalists feel that the composition of the Council is weighted against their interests, and claim that their good faith has been abused. But since at one time it appeared that there would be no Council at all, general opinion, especially in France, appears to be satisfied with it for the moment.

On left—

M. MENDÈS-FRANCE FINDS NEWSPAPERS SO FASCINATING : The former French Premier reading a newspaper at the end of the debate in the French National Assembly which resulted in a vote of confidence for M. Faure's North African policies. The newspaper was not, however, *L'Express*, the new Paris daily dedicated to M. Mendès-France's views.

On right—

THE CONFIDENT PREMIER : M. Faure, extreme left, smiles confidently before the vote is taken. For the second time in a week his North African policies were accepted by the National Assembly. With him on the ministerial bench are, from left, M. Bourges Manoury (Interior) ; M. Teitgen (Overseas Territories) ; and General Billotte, the new Defence Minister.



DELEGATES TO THE MALTA ROUND-TABLE CONFERENCE SPEND A WEEK ON THE ISLAND TO SEE FOR THEMSELVES : *On left*—Labour delegates to the conference are seen during a visit to Fort St. Elmo, headquarters of the Royal Malta Artillery. Among those in the group are Mr. Attlee, Mr. Ede, Mr. Crossman, and Mr. Griffiths. *On right*—Mr. Aneurin Bevan and the Lord Chancellor, Lord Kilmuir, are watched by the families of Maltese fishermen when they visited the village of Wied Zurrieq. Lord Kilmuir was leading the group of British politicians of all parties who were visiting Malta for a week to see the circumstances and surroundings in which the people lived, and to hear verbally evidence for the round-table conference.

A KRUPP RETURNS HOME FROM RUSSIA : Harald Krupp von Bohlen und Halbach, second from left, poses with his family on his return to his home in Essen on his release from a Soviet prison camp. With him are, from left, his sister, Frau Waltraud Thomas ; his mother, Frau Bertha Krupp ; and his elder brother, Herr Alfried Krupp, who is now head of the great German industrial empire. Harald Krupp, who looked very fit when he returned to the welcome home sign in Essen, is thirty-nine years old. During the war he had served on the staff of General Hansen, who led the German military mission in Rumania. He was captured in Bucharest in 1944. It was believed that Krupp was being held as a kind of hostage, or as a reprisal for the activities of the Krupp industries.

RUSSIA'S BID FOR POWER IN THE MIDDLE EAST—COLONEL NASSER MEETS THE SOVIET AMBASSADOR : Mr. Semenovitch Solod, centre, Soviet Ambassador to Egypt, talking to the Egyptian Prime Minister in Cairo, through a Soviet attaché, left, who was acting as interpreter. Mr. Solod is becoming one of the most important diplomats in the Middle East following the recent Soviet bids to increase their power in the area. The most startling development of the past few weeks was the announcement that Egypt would purchase arms from Czechoslovakia. Colonel Nasser justified this step on the grounds that he had secret information that Israel was being armed by Western nations, including Britain. This was denied. The Israeli Prime Minister, Mr. Sharett, described the Egyptian decision to purchase arms as a hostile act, and called upon the West to supply Israel with "arms in quantity and of quality ; and cheap." The Soviet initiative in regard to arms was followed by an offer to provide all the £89,000,000 needed for the Aswan high dam on the Nile ; and by a re-establishment of trade and diplomatic relations with the kingdom of Yemen.

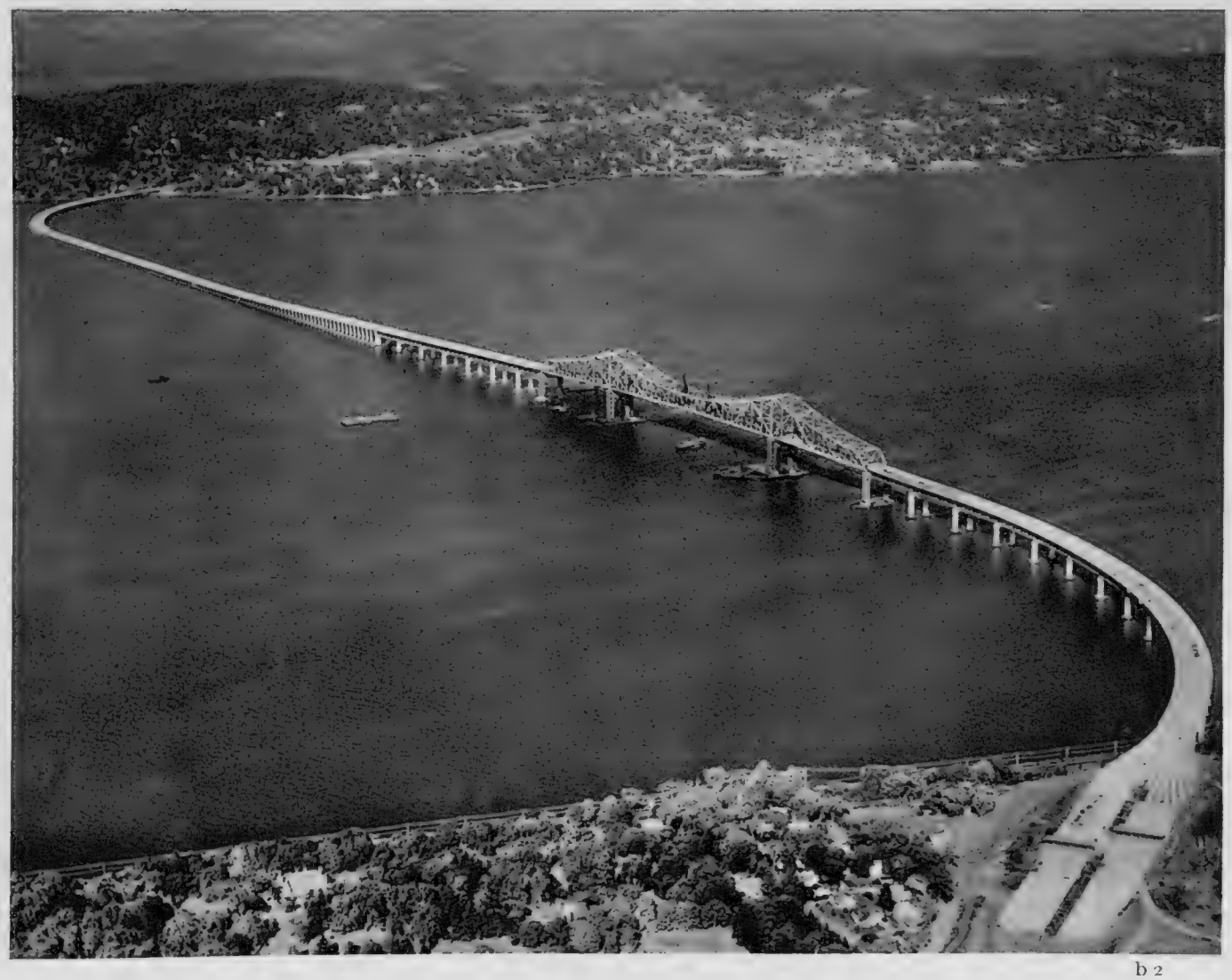
On right—

THE LAST SPAN FOR NEW YORK'S NEW BRIDGE IN POSITION : An aerial view of the Tappan Zee Bridge which crosses the Hudson River between Tarrytown and Nyack, on the far side, three miles away. The last span, towards the near side, was put into position late last month, and the bridge is now expected to be completed by Christmas. It will carry the new New York State "thruway" over the river. The S-curve of the bridge was designed by engineers to cope with the topography of both shores.

BELOW THE PARTHENON, ATHENS REMEMBERS ITS LIBERATION: Athenian girls, wearing national costumes, carry the Greek flag from the Errechteum to the furthest end of the Acropolis. They were taking part in the celebrations which commemorated the eleventh anniversary of the liberation of Athens from German rule by Commonwealth forces.

On right—

CHEERS FOR McCARTHY AND COHN : The old firm of Senator Joseph McCarthy and Roy Cohn looks delighted by the applause greeting them at the Federal Court in Boston. They were witnesses in a trial which, the judge said, had been turned into a popularity contest. A retrial was ordered.



Island on Stilts

A Newly Designed Ocean-going Platform, kept above the Sea by Three 140-foot Legs, may Appreciably Reduce the Cost of Off-shore Oil-drilling

Within the next week or so a mammoth platform on stilts will be floated 400 miles down the River Mississippi to the Gulf of Mexico, there to be used by a Houston, Texas, firm of off-shore oil-drillers. If it proves successful the platform may revolutionise prospecting and drilling for oil in the sea.

The problem that has hitherto faced off-shore prospectors was how to establish a temporary base for drilling operations. The practice has been to erect permanent platforms above the sea from which work could proceed. But this proves a costly business if that particular area does not happen to produce oil. The answer lies in a temporary, movable type of platform, and the R. G. Le Tourneau Company, of Longview, Texas, has supplied the answer.

They built a machine with a platform half-an-acre in size, supported by three legs, each 140 ft. high. Powered by sixty-three huge electric motors, each with a gear reduction of more than 1,000 to 1, the legs can lower or raise themselves as desired. Thus, after being towed to a likely drilling spot where the water's depth is, say, 100 ft., the legs would be lowered to that extent, and the platform would still be 40 ft. above the surface of the water.

When operations are concluded, the legs are raised again and the platform is towed away to a new site. The mechanics of raising or lowering the legs are accomplished by the flick of a switch, for the motors do all the necessary work. They in turn are supplied with power by generators built by the manufacturers. They are driven by diesel engines which are located below deck.

These islands on stilts can be used for purposes other than oil exploration. The platform which is going into the Gulf of Mexico is equipped with air-conditioned living quarters for forty-two men, offices and storage space for equipment. In the same way the platforms can be utilised as mobile radar stations, now very much in demand, or portable docks.

The gigantic machine shown here weighs 3,571 tons, and cost £714,000. But that price is no more than that of a permanent platform of the kind hitherto used for off-shore oil-drilling. The economic possibilities of the three-legged wonder are therefore enormous.

THE MONSTER STRETCHES ITS SEA-LEGS : The three legs, which can raise or lower themselves to a height of 140 ft., support a platform half-an-acre in area. This island on stilts is here seen on the banks of the Mississippi before it was completed. It is to be floated 400 miles down the river into the Gulf of Mexico, where it will provide a base for off-shore oil exploration.

On left—
THE ISLAND AT SEA : An artist's impression of the platform as it is towed to a drilling site in the sea. The three legs have been raised from the bottom of the ocean and stand towering above the platform, though dwarfed by the huge drilling shaft.

A LARGE FLOATING PLATFORM WITH MANY USES : This picture of the machine shows work in progress on the legs and platform. Apart from oil-drilling at sea, the island, with its spacious platform, could be put to such varied uses as floating radar stations or portable docks.

THE ISLAND IN ACTION : This impression shows the legs which support the platform lowered by their sixty-three powerful motors to the sea-bed. The platform is still some way above the water-level.

THE FLOODS RETURN TO U.S.A.

Nature Again Takes a Heavy Toll of Life and of Property in the N.E. American States

Last August floods in the States of Connecticut and Pennsylvania, in North-East America, caused a heavy loss of life and damage to property. In the middle of this month, as a result of a cyclone, the floods returned—not only to the two States which had suffered so much two months before, but to four other States in addition, New York, Massachusetts, Rhode Island and New Jersey.

Two torrential storms devastated the area. The death-role was thirty-eight and the damage to homes and business properties will take some time to estimate. It will certainly run into millions of dollars. A preliminary survey made from the air by Mr. Peterson, the United States Civil Defence Administrator, showed that the worst hit State was Connecticut. Here in the town of Norwalk alone the damage was put at £1,500,000 and 3,200 families were homeless throughout the State. In some of the streets of Waterbury, Stamford, Danbury, Westport, Ansonia and Winsted the water was as much as 8 ft. deep. In all six States Mr. Peterson reported some 6,900 families were homeless.

Air Force helicopters, Army amphibians and National Guardsmen were called to help in the rescue and relief work. The Red Cross set up many relief shelters. Mr. Peterson's report was sent to President Eisenhower.

IN THE WAKE OF A CYCLONE : In Norwalk, Connecticut, the waters of the River Naugatuck have burst their banks as a result of the torrential storms of the cyclone which hit the North-Eastern States of America. Normally these buildings stood secure by the banks of the river. At least thirty-eight people were killed in this disaster.

TOSSED BY THE ELEMENTS : A house has been carried by the flood waters on to a railway-line in the town of Norwalk. In Connecticut alone it was estimated that 3,200 families were homeless because of floods.

A ONCE-THRIVING BUSINESS : The entire side has been torn out of a store in Norwalk. The house in front has collapsed.

THE SHOW IS CANCELLED : This giant screen above the wide floods in Stamford, Connecticut, had been erected for a " drive-in " open-air cinema show.

THE SECOND FLOOD DISASTER IN TWO MONTHS : *Left*—A freight train has been wrecked outside Darien, in Connecticut, on the line from New Haven. The track and a near-by bridge had been weakened by the floods. *Right*—This picture, taken of a residential quarter in Stamford, shows no sign of dry land. This was the second time floods had brought catastrophe to the North-Eastern States of America since last August. Mr. Peterson, the U.S. Civil Defence Administrator, has made a report to the President.

A COUNTRYMAN'S JOURNAL

By VICTOR BONHAM-CARTER

A Wiltshire Poet.—Five years ago the name of Alfred Williams meant practically nothing to me. I had a vague idea he was a working man living in Wiltshire, a self-made scholar and a friend of Robert Bridges. That was all, but I was intrigued and keen to find out more. An inquiry to Swindon Public Library put me in touch with two old men, Henry Byatt and J. B. Jones, now, alas, both dead, who had known Williams nearly all his life, and from them I heard a moving and tragic story.

Alfred Williams was the fourth son of a Welsh carpenter and a Wiltshire countrywoman. He was born in 1877 at South Marston, a small village about four miles out of Swindon, in the Vale of the White Horse. He attended the village school, but left it at the age of eleven to earn his living on the land. At fifteen he went in to Swindon and got himself a job at the Railway Works, where two years later he was made head drop-stamper. He held this position for twenty years and wrote: "I held every record on the ground for speed stamping in heavy or light materials, for producing bright and clean work, and for the greatest length of life of the dies used in the steam-hammer." He remained at Swindon till 1914, when persistent ill-health compelled him to give up work, and he was pushed off into the world without a pension or gratuity of any kind. It was a moment of despair, but of triumph, too, for by now he had become a minor celebrity in quite another field.

RANIKHET, ALFRED WILLIAMS' HOUSE AT SOUTH MARSTON: It was built after the First World War. From it Williams could see Liddington Hill, which inspired him in all his creative work.

Williams had been an avid reader since early youth, and in 1900 had taken a four-year correspondence course at Ruskin Hall, to improve his own command of English and learn the groundwork of literature. For him it was a small step to Latin and Greek, and within a few years he knew large sections of the *Aeneid* by heart and could read the classics with ease and enjoyment. In 1903 he began to write poetry, and six years later, with the help of Lord Edmond FitzMaurice, had his first book of poems published—*Songs in Wiltshire*.

Three or four other volumes soon followed, and they gained the approbation of such men as John Bailey, literary editor of *The Times*, Edward Garnett, Albert Mansbridge, and Robert Bridges. We can say now that he was at his best as a lyrical poet, but that his work was not in the front rank, and he could never completely detach himself from his influences. None-the-less, his was a remarkable achievement.

He also launched into prose, and wrote some excellent documentaries about the old life of the Vale—*A Wiltshire Village*, *Villages of the White Horse*, *Round About the Upper Thames*—I have them all, and re-read them regularly for pure pleasure, and for the accuracy of their observation and record. I am still further amazed when I think that Williams did all his writing at week-ends and between four and six in the morning, and even at night after a heavy day's work in the factory. The fact that he was a countryman, condemned to the labour of the town, seemed to intensify his perception of the countryside, and he wrote without strain or artifice. By 1914 he was a regional writer of no small distinction, although practically without means.

Starving to Death.—However, service in the Army kept him going until the end of the war, and when he returned, he and his wife—with a little help from friends and a Government grant—literally built a house with their own hands on a plot of land he had inherited at South Marston. They dismantled the brick walls of an old lock on the disused Berks and Wilts Canal, bought timber from derelict Army camps, and worked like slaves. They lived there for the next and last ten years of their lives, trying to exist on 25s. to 30s. per week—the income from garden produce, fees for a few lectures and articles, and advances on the handful of books he wrote after the war. None of them sold well. His main work at this time was the collection of *Folk Songs of the Upper Thames*, the product of much labour and scholarship, and to-day still an invaluable work of reference.

But a growing sense of failure turned him in on himself, to the last major enterprise of his life, the study of Sanskrit. In three years he had mastered this immensely difficult language sufficiently to translate the *Panchatantra*, and this was published after his death. He was now almost a complete solitary and the end was near. In 1929 his wife contracted cancer, and Williams spent all he had left in medicines and comforts for her. On April 9, 1930, he was found dead and alone in his house, and his wife died in hospital a month after him.

Williams was not a suicide, but neither he nor his wife had eaten enough for years, and their illnesses were the direct outcome of physical neglect and spiritual defeat. The irony of it was that a Civil List Pension was awarded him just before his death, but it came much too late. The tragedy lay in the waste of two fine lives, and the failure of a superhuman effort on the part of a humble and gifted countryman, who deeply deserved to succeed.

Vale of the White Horse.—Interest in Williams, and other circumstances, have taken me many times to this lovely region. The Vale is one of the best tracts of farmland in the country, and it is dotted with exquisite little villages which come straight out of the seventeenth and eighteenth centuries. Williams, Richard Jefferies (who lived at Coate, on the Marlborough side of Swindon) and Thomas Hughes, author of *Tom Brown's Schooldays*, all loved it and wrote about it.

Hughes' family came from Uffington, where his grandfather was vicar in the 1820's. In his book *The Scouring of the White Horse*, Hughes gives a lively description of the last popular occasion when this ancient custom was performed, almost 100 years ago, in 1857.

Nowadays the Horse is an Ancient Monument and is "scoured" by the Ministry of Works, presumably without ceremony of any kind. It hardly looks like a horse at all, and all the stories about its being cut out of the side of the Downs by Alfred's army after the battle of Ashdown are known to be false. In fact, it is far older than that.

Experts now consider it to date from the Iron Age, about 100 B.C., and to be a tribal emblem roughly resembling an effigy found on Gallic coins of the period. Ashdown was fought in A.D. 870, and the site has never been determined; it may have been anywhere on the chalk tableland between Compton and Ashbury.

There are a number of White Horses, but none so old as the Uffington one. Most of them date from the mid-eighteenth century, and the Westbury Horse, which can be seen from the train going down to Exeter, was modelled by a conscientious land agent (who wanted a horse to look like a horse) in the year 1780.

A Superb View.—To return to the Vale. I know of no finer sight than the view to the north from the Berkshire Downs, which run all along its southern boundary. The whole of North Berkshire, North-East Wiltshire and West Oxfordshire lies at your feet, and your horizon is approximately the Cotswolds. It is so large you can quite easily overlook the brash development of Swindon, the countless aerodromes and the military colony at Shrivenham.

At close quarters, however, these are not so easy to overlook. Swindon is the chief offender, for this is the second time it has irrupted into the Vale. The first expansion took place in the middle of the last century after the Great Western Railway had built its works there. The second is taking place now as a result of the policy to find new homes for London's overspill, and to decentralise industry from the Midlands and the North. An orderly expansion is tolerable, and modern urban development is certainly much more compact than before the war, when it seemed that anyone could build anything anywhere. There is, however, vast room for improvement in the design of buildings and the pattern of materials; indeed, in the whole attitude of planning towards man's place in his environment.

If you read *Outrage*, by Ian Nairn and published by the Architectural Press, you will see only too clearly what I mean.

Swindon Public Library.—Architecturally Swindon has very little to boast about, but in civic terms it has at least one remarkable feature. One of the last big towns to start a library service, it now has one of the most progressive public libraries in the country.

For one thing, it deals not only with books on a large scale, but also promotes a Museum, an Art Gallery with a permanent collection and visiting exhibitions, and an Arts Centre, which is the focus of all kinds of cultural activities—films, ballet, music, drama, poetry, debates, and much else. Much of this is due to the dynamic leadership of Harold Jolliffe, the Librarian and Curator, and of the Borough Committee. So different from the days when Alfred Williams was struggling to survive, and except for a few faithful friends met nothing but indifference and some hostility in his native town.

The Library, by the way, now has a complete collection of his literary relics and manuscripts, also the remains of the private library which this amazing man managed to amass in a lifetime of poverty. But Williams would not have wanted to live at South Marston to-day. It has become a satellite village, and houses a vast wartime factory built within its parish boundary. Further developments are bound to follow.

Williams' house is still there, and you can find his grave in the churchyard and his name on a plaque on top of the Downs. But his memory is kept green by more permanent things than plaques—by the books that he wrote and the records of his life. Go to Swindon Library and you will find them all there.

WHITE HORSE HILL, ON THE BERKSHIRE DOWNS: The strange chalk dragon, which can just be seen at the summit, the great bowl of the Manger, and the green rampart of Uffington Castle comprise one of the fairest downland scenes in England. In 1947 a proposal that the G.P.O. erect a television relay station, complete with masts and Nissen hut on the hill, evoked a storm of protest. The proposal was later abandoned, but not before Mr. John Betjeman, Lord Kennet and Mr. Christopher Sykes had written letters to the Press. Lord Kennet declared it "to be unendurable that the Post Office should vulgarise the solemn bastions of White Horse Hill."

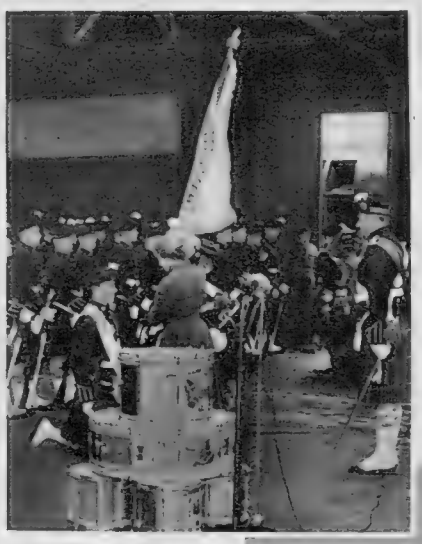
Princess Margaret Visits Bulford

Her Royal Highness Presents New Colours to the First Battalion, the Highland Light Infantry, at Gordon Barracks, on Salisbury Plain

THE COLONEL-IN-CHIEF INSPECTS THE HIGHLAND LIGHT INFANTRY : Princess Margaret walks through the ranks of the 1st Battalion, the Highland Light Infantry before presenting it with new Colours at Bulford. Owing to heavy rain an outdoor parade could not be held. Instead, the ceremonies took place in a large shed.

AN ESCORT WITH AN UMBRELLA : A corporal carries an umbrella by the Princess as she goes for lunch to the officers' mess of the Highland Light Infantry at Bulford. She also inspected Old Comrades of the regiment.

Bad weather caused last-minute alterations to the plans when Princess Margaret went last week to Bulford, in Wiltshire, to present new Colours to the 1st Battalion, the Highland Light Infantry, of which regiment she is Colonel-in-Chief. The outdoor parade at Gordon Barracks was cancelled, and the ceremonies were held in a large shed normally used for motor transport. After the old Colours of the 2nd Battalion, the H.L.I., which is now disbanded, had been marched off to the strains of "Auld Lang Syne," the new Colours for the 1st Battalion were consecrated and presented. The Princess spoke of the present time being "full of unrest and uncertainty" and stressed the need for "resolute and unwavering service."



THE NEW COLOURS ARE PRESENTED : *Above* and *on the left* are two stages in the ceremony of the presentation of the new Colours by Princess Margaret after they had been consecrated by the Rev. J. A. Williamson, Assistant Chaplain-General to Scottish Command.

CHEERS FOR THE PRINCESS : The 1st Battalion, the Highland Light Infantry gives three cheers after Princess Margaret has finished speaking. Many in the battalion wore the regiment's full-dress uniform of green jacket, Mackenzie tartan and Kilmarnock bonnet.

WITH THE OFFICERS : On Princess Margaret's right is Major-General R. E. Urquhart, Colonel of the Regiment, and on her left is Lieut.-Colonel W. A. Salmon. Before leaving, the Princess visited the sergeants' mess.

THIS IS NEW YORK

A New Aerial View of the Great American Metropolis from the Statue of Liberty to Mount Vernon

To be more precise, this is an aerial view of Manhattan Island which takes in Long Island and New Jersey, the Bronx and the clouds that float above Mount Vernon. It is a view from the south of the landmarks that are unforgettable for the visitor who arrives for the first time from the other side of the Atlantic.

As the liner steams into Upper Bay she leaves, on her left, Bedloes Island, notable for the 151-ft. Statue of Liberty which guards the harbour. Those unfortunate enough to be refused admission to the United States are taken off the ship and brought to Ellis Island, seen immediately beyond Liberty Island, as Bedloes is often called. The much larger island on the right is Governor's Island, a place of forts and military mementoes, British as well as American, for it has been an Army centre since 1821.

Steaming northwards, the ship would enter Hudson River, with Jersey City and the great ship town of Hoboken on the port side, and the New docks and Manhattan on the starboard.

New York City consists of five boroughs : Manhat or New York County ; Richmond, which is too fa the south-west to be shown in this picture ; Bronx, north of Manhattan across the Harlem River, the only one of the boroughs on the mainland ; B lyn, at the lower end of Long Island on the ext right ; and Queens, adjoining Brooklyn to the n east, and separated from Manhattan and Bronx by East River. The bridges linking Brooklyn Manhattan are the famed Brooklyn Bridge, Manha Bridge, and, farthest away, Williamsburg Bridge.

At the south end of Manhattan stands the Battery Park, so named because of a British fort built there in 1693. Behind it range the buildings of Whitehall and Wall Street, the first batch of tall skyscrapers which characterise New York. Whitehall contains not Government offices but the headquarters of the shipping lines, to whom are allocated the docks that run up the west side of the Island. Wall Street, of course, is famed as the financial centre of the city. It includes the New York Stock Exchange and the fourth highest building in the city, the 71-storey Bank of Manhattan.

It is the next group of skyscrapers that includes the Empire State building at Fifth Avenue and 34th Street, and the Chrysler Building at Lexington Avenue and 42nd Street—the two highest in the world. The area between 34th Street and 59th Street, just south of Central Park, is the heart of New York. Here are the fashionable shopping streets, and around 42nd Street and its Times Square are the theatres that are commonly, though erroneously, linked with Broadway.

This aerial photograph shows up the contrast in building styles between the financial and fashionable centres of Manhattan and the large area in between them, a contrast that is not only architectural. Beyond the Wall Street area lies New York's civic centre, which includes the City Hall, the administrative offices, the Courts of Justice, prison and police headquarters. Behind the police headquarters, to the east, is Chinatown, where more than 5,000 Chinese live. On the edge of Chinatown is the Bowery, a long thoroughfare which marks the beginning of the sinister lower East Side.

Central Park, which dominates the middle distance, runs from theatreland on its south side to the fringe of Harlem on the north. It is 2½ miles long, has an area of 840 acres, and contains a small zoo. Along the Hudson River, parallel to the Park, is Riverside Drive, no longer the fashionable district that it once was, and Riverside Park. And, beyond that, spanning the Hudson, is George Washington Bridge.

Second in population and area only to London, New York is otherwise a city of superlatives. It is the largest city in the United States and the Western Hemisphere, the largest port in the world, the largest manufacturing centre in America. The city has the world's tallest buildings, the largest office building, the biggest indoor theatre and department store, and the costliest municipal budget. This is New York.

THE QUEEN AT LAMBETH

A Royal Occasion for the Rededication of the Palace Chapel

The service of rededication in the restored chapel of Lambeth Palace last week was attended by the Queen, the Duke of Edinburgh, the Queen Mother and Princess Margaret. They occupied the stalls towards the west end of the chapel, while those facing each other in the chancel were occupied by the Diocesan Bishops of the Provinces of Canterbury and York and other clergy, including representatives from the Church overseas. The service was conducted by the Archbishop of Canterbury, Dr. Geoffrey Fisher, and the lessons were read by the Primus of the Episcopal Church in Scotland, Dr. Hannay, and the Archbishop of Wales, Dr. Morgan: the Archbishop of York, Dr. Garbett, was unable to attend. It was an impressive service, with the three Church leaders of England, Scotland and Wales in cope and mitre, and all the other Bishops in Convocation robes.

As the Queen and the other members of the Royal Family were to attend a dinner party, given in the Guard Room by the Archbishops and Bishops after the service, they all wore evening dress, the jewels of the ladies and the brilliant colours of the decorations worn by the guests adding to the brilliance of the scene. After dinner, the Royal guests talked with the Bishops in a drawing-room and left the Palace at about eleven o'clock.

At the service the singing was accompanied by a piano, as the organ was not ready. Dr. Fisher was attended at the altar by his chaplains; Dr. Morgan; Dr. Hannay and the Suffragan Bishops of Dover and Croydon. When he came to the actual rededication, Dr. Fisher said: "In the faith of Jesus Christ we dedicate again this ancient chapel, now after the ravages of war restored and refurnished for its sacred use, to the glory of God, and the perfecting of the worship of His people." In a short address he then spoke about the history of the chapel since it was built 700 years ago, and of the many gifts from nearly all parts of the Anglican Communion which had enriched it in its restoration.

THE SERVICE OF REDEDICATION IN THE RESTORED CHAPEL OF LAMBETH PALACE: The Archbishop of Canterbury gives the Blessing to the congregation, which includes members of the Royal Family and the Bishops of Dioceses in England. The Queen is in the first stall on the right, facing the altar, and the Queen Mother and Princess Margaret are on the left.

***On left*— THE QUEEN IN LAMBETH PALACE:** Her Majesty and the Duke of Edinburgh are seen walking from the Chapel after the service. The members of the Royal Family were later guests of the Archbishops and Bishops of the Church of England at dinner.

***On right*— AFTER THE SERVICE:** The Queen Mother is accompanied by Princess Margaret. The three Royal ladies all wore white fur shoulder capes.

LAMBETH PALACE CHAPEL RESTORED

The 700-year-old Domestic Chapel of the Archbishop of Canterbury is Rebuilt after Severe War-time Damage

THE NEW DOOR AT THE WEST END OF THE CHAPEL : Above it is a small music gallery which occupies the space of a former window. The arms of the present Archbishop are over the door, and above this is a small oriel window decorated with the arms of Archbishop Juxon.

THE REBUILT CHAPEL OF LAMBETH PALACE WHICH WAS REDEDICATED LAST WEEK IN THE PRESENCE OF THE QUEEN : A view looking down from the West Gallery and showing almost the entire length of the chapel, which has been rebuilt after wartime damage. It was destroyed by fire and left a gutted shell in 1941. Some of Laud's fittings survived and are incorporated in the present chapel, which has been reconstructed by the architects, Lord Mottistone and Paul Paget.

A CLOSE-UP OF THE EAST END : Along the walls are most of the carved wooden stalls commissioned by Archbishop Laud. The altar is longer than the Victorian one, and the chancel is less cluttered with furniture. The new east window is by Carl Edwards and Hugh Powell.

On right—

A FEATURE OF THE CHAPEL IS THE CONCEALED LIGHTING : The lights are hidden in the springing of the ribs.

Lambeth has been the home of the Archbishops of Canterbury since the reign of King John. The first "incumbent" was Hubert Walter, the friend and adviser of Richard I, but nothing remains of his palace unless it be the crypt under the present chapel. Since then Lambeth has grown like any other English country house, additions being made by many of its occupants. Cardinal Morton, Archbishop Juxon and Archbishop Howley all made notable contributions, among them the Tudor Gateway, the Great Hall and the big residential block.

But the heart of Lambeth Palace is, and always was, the chapel. It was rebuilt by Archbishop Boniface in about 1250, Cardinal Morton beautified it with new stained glass in the fifteenth century, and Archbishop Laud made many additions. Until the mid-nineteenth century it was used for the consecration of bishops, not only for England but for the Church overseas. It has never been a private oratory, but a domestic chapel for the Archbishop, his household and his guests.

The new chapel which has arisen from the ashes of the old building is still confined within the medieval framework as Boniface left it, a simple accomplished work in the early English style of Salisbury Cathedral. The side walls are each divided into four bays, each bay pierced by triple windows, thus allowing the maximum amount of light. The present roof, which is of plaster, follows closely the medieval lines when it was vaulted with stone ribs and filled in with chalk. Fortunately, the architects have discovered the wall ribs of the original vaulting. Laud removed the vaulted ceiling and substituted a flat one in painted wood adorned with his own arms. He also replaced the old tiles with the black-and-white marble which is still there, and among other things constructed a screen at the west end.

As more accommodation was needed in the new building no screen was re-erected at the west end, though the step where it stood remains. Laud's screen, which suffered little damage, has been re-erected outside the west door, where it spans the ground-floor of the Lollards' tower and separates the chapel entry on the one side from a robing room on the other. The original window-space at the west end, which had been blocked for centuries, has now been made into a small music gallery.

At the east end of the chapel the new stained-glass window shows in the centre light the Crucifixion, and in the lights on either side the two thieves. In the outer lights are the offering of Isaac and the lifting up of the Brazen Serpent. This scheme follows the original design by Cardinal Morton. The furnishings of the chapel have been provided from contributions which have come from every Province of the Anglican Communion (except the Church of China) and many of the dioceses under the direct jurisdiction of the Archbishop of Canterbury.

The gift from the Episcopal Church in the United States provided the Harrison organ in the gallery ; the Church in New Zealand provided the Persian carpet at the altar ; the Church in Canada provided the frontals and furnishings in the sanctuary, and from Japan came the altar linen. Other contributions, made diocese by diocese, went to provide the furnishings in the body of the chapel and the specially-bound prayer-books and hymn-books. Each province and diocese which made a contribution towards the restoration will have its name recorded within the chapel in due course.

HYDRO-ELECTRIC POWER FROM A KENYA RIVER

A New Plant Starts Working in the Mau Mau Country

The energies of the authorities in Kenya are by no means entirely absorbed in the necessary and grim struggle to suppress Mau Mau terrorism. Abundant evidence of this is to be seen in the Low Tana hydro-electric project, which has now started operating at Fort Hall, on the Tana River. Work began on the scheme in January 1953 and it was finished last June. Nairobi, fifty-five miles away, will benefit from it, for the plant will give an additional 8,000 kilowatts of power to the capital of Kenya and its surrounding district. The near-by Wanjii Power Station, which is virtually part of the same scheme, and Tana together can produce 21,800 kilowatts of power when the river is at high flow.

A major feat of engineering in the Tana Project was the construction of the Merila tunnel, which connects the river with the power station. The tunnel is 1½ miles long, 11 ft. high and 10 ft. wide. It is lined with concrete and runs at an average of 150 ft. below the surface. In the process of its excavation some 75,000 tons of rock were brought out. Up-stream the river is controlled by a dam with four sluice gates which can be operated either manually or electrically, and which open automatically when the waters are in flood.

Those responsible for the project are the East African Power and Lighting Company and the main contractors were Messrs. Balfour, Beatty and Company, the London engineering firm. Both these organisations were fully represented at the official opening by the Governor of Kenya, Sir Evelyn Baring, last June.

When Sir Evelyn arrived at the site he was met by Sir Andrew MacTaggart, Chairman of the London Board of the East African Power and Lighting Company, of Balfour, Beatty and Company and of Power Securities Corporation. Sir Andrew had flown from London, accompanied by Mr. Donald C. Brook, a director of East African Power and Lighting and of Balfour, Beatty. Also present at Fort Hall were Mr. J. M. Crabbe, Chairman of the Kenya Power Company and the representative in East Africa of Balfour, Beatty and Company, and Mr. A. J. Don Small, General Manager, and now Chairman, of the East African Power and Lighting Company.

The cost of the Tana scheme is around £1,500,000. It is by no means a large sum when one considers it as a demonstration to the natives of Kenya of Britain's intention of continuing during the time of the Mau Mau emergency the constructive development of the country for the benefit of all. The completion of the project is a remarkable testimony of the firm belief its constructors have in the future of Kenya.

THE £1,500,000 LOW TANA SCHEME : The outlet pipes run down to the switch-gear building by the banks of the River Tana, in Kenya. On the right are the transformers. The plant was started in January 1953 and recently completed. Low Tana, with the Wanjii Power Station a few miles away, can supply 21,800 kilowatts of power at high river flow.

QUARTERS FOR LABOURERS : These are some of the huts built to accommodate the African workers on the Low Tana plant. One of the main tasks in the scheme was the building of a concrete tunnel one-and-a-half miles long, 11 ft. high and 10 ft. wide.

CONSTRUCTION IN STRIFE-TORN KENYA : From the bridge over the Tana, the outlet pipes can be seen on the hillside, with the buildings of the plant below them. Here is evidence of constructive work done in Kenya in spite of the Mau Mau.

THE OFFICIAL OPENING AT LOW TANA : The speaker is Mr. J. M. Crabbe, the Chief Representative in East Africa of Messrs. Balfour, Beatty and Company, the main contractors for the project. On his left is Sir Evelyn Baring, the Governor of Kenya.

A NEW ENGLISH DIESEL LOCOMOTIVE WHICH WILL RIVAL THE WORLD'S MOST POWERFUL RAILWAY ENGINES : The English Electric Deltic locomotive, the most powerful single-unit Diesel-electric locomotive in the world. It weighs 106 tons and is powered by two 18-cylinder two-stroke Napier engines, making an unusually low ratio between weight and horse-power. The new locomotive has been designed for a maximum service speed of 90 m.p.h., though it can be geared for higher speeds.

A QUEUE TO SEE THE DRIVING CAB : Members of the Press wait to take a look at the interior of the Deltic at a pre-view of the locomotive in Liverpool. There are two cabs, one at each end of the locomotive, which is 64 ft. long.

A NEW DIESEL ON BRITAIN'S RAILWAYS

The Deltic, Claimed to be the World's Most Powerful Single-Unit Diesel-Electric Locomotive, is now Undergoing Trials in Britain

A locomotive that can reach speeds of 90 m.p.h. while on main-line passenger and freight duty began, last week, six months of exhaustive testing in the North-West of England. It is the English Electric Deltic, which is described as the most powerful single-unit Diesel-electric locomotive in the world.

The most significant feature of this new locomotive is the great increase in power which has been achieved in proportion to the weight. The Deltic locomotive weighs 106 tons, and the two Napier engines that power it together develop 3,300 h.p. Thus the ratio is 72 lb. of locomotive weight for every unit of horse-power, which is claimed to be the best power-to-weight ratio of any form of Diesel locomotive.

The locomotive has a striking appearance. It consists of a long central compartment and driving cabs at both ends. From end to end it is 64 ft. in length. The engines are 18-cylinder, two-stroke designs, which are proving extremely versatile. Already they have been used with success in motor torpedo-boats. The cylinders are arranged in the unusuel form of an inverted equilateral triangle which has given the name Deltic to the locomotive.

The tests which are now being undertaken are held near the Preston and Liverpool works of the English Electric Company, but it is possible that further tests may be held abroad. The Deltic locomotive can suit varying gauges, and its economy of weight in relation to horse-power is expected to make the engines an attractive proposition in countries where the Diesel-electric locomotive is already more widely used than in Britain.

AT THE CONTROLS : Inside one of the two driving cabs of the locomotive. There is a demand for a Diesel-electric locomotive of such power in Britain ; but it is also expected that there will be a market for it abroad.

THE STRIKING APPEARANCE OF THIS NEW GIANT OF THE RAILWAY : From the front the locomotive resembles a richly-decorated totem-pole. The clean, stream-lines of the English Electric Deltic give an impression of speed, which the locomotive's 3,300-h.p. engines justify in practice.

1. "KING SEBASTIAN AT THE AGE OF SIXTEEN" by CRISTOVÃO DE MORAIS: Painted in 1570, this picture is one of the outstanding portraits displayed in the Exhibition.

2. "S. VINCENT ALTAR-PIECE" by NUNO GONÇALVES: This huge altar-piece, consisting of six panels, was commissioned by [illegible] which is displayed in Burlington House, includes fifty portraits. *Extreme left* is the Panel of the Monks of Alcobarça show[illegible] in one large fishing net. *Left centre*—S. Vincent adored by King Alfonso, the Queen, the Crown Prince and Prince He[illegible] Archbishop of Lisbon. *Second from right* is the Panel of the Knights, showing the Duke of Braganza and other nobles of [illegible]

PORTUGUESE PAINTINGS IN LONDON

A Unique Collection of the Works of Portugal's Finest Painters is Exhibited at Burlington House as Part of the Exhibition of Portuguese Art

By R. H. WILENSKI

THE Portuguese paintings at Burlington House will come as a surprise to the general public, because, apart from one or two minor pieces from English museums, they have never been seen in England before. And even travellers to Portugal who know the Lisbon Museum will find the show surprising, because the Portuguese Government and Professor Reynaldo dos Santos, who arranged it, have elicited loans from churches, religious houses and museums. They come from Evora and Setubal, south of Lisbon, and, moving northwards, from Tomar, Coimbra, Viseu, Lamego and other places.

Portugal, it is true, has relatively few surviving pictures by her "Old Masters," partly by reason of the gap in her history from 1580 till 1640 (the period of the Spanish domination) and partly by reason of the Lisbon earthquakes of 1531 and 1575 and the more terrible earthquake of 1755, in which countless paintings were destroyed. But enough remains from the middle of the fifteenth century to the early years of the nineteenth to indicate the level of the major artists and the national characteristics.

Many of the finest and most intriguing pictures are very large, with lifesize or nearly lifesize figures. Many are groups of six or more panels from the composite altar-pieces which were placed, in elaborately carved architectural settings and sometimes interspersed with sculpture, behind the high altar in Portuguese churches.

The style, speaking generally, is hybrid with many foreign elements—Italian, Spanish and especially Flemish. There was much contact between Lisbon and the rising port of Antwerp from the beginning of the sixteenth century; and some of the painters were actually Flemish or of Flemish antecedents.

But native qualities are discernible throughout, notably a certain reticence and avoidance of exaggeration, and a welcome absence of sadistic insistence on pain and torture. In the beautiful early *Ecce Homo: Christ as the Man of Sorrows* (No. 3), for example, Christ's head is covered with a cloth through which the tips of the thorns are seen. We are thus spared the agonising pressure of the thorns on flesh which occurs so frequently in Flemish paintings on this theme; and in the *S. Sebastian* ascribed to Nuno Gonçalves, the saint is shown before, not after, the piercing of his body by the arrows (unless the picture actually represents S. Vincent, as some now believe).

4. "S. CATHERINE AND S. BARBARA" by THE MASTER OF SARDOAL: Luxuriant crowns adorn the heads of the martyrs in the painting, which has been lent for the Exhibition by His Excellency Senhor Vasco Bensaude, of Lisbon.

5. "PRINCESS SANTA JOANA": By [illegible] unknown artist of the school of Nun[illegible] Conçalves. The Princess was canonized [illegible]

The earlier pictures, the main part of the exhibition, were painted in three different periods. The first was the 1450's, when Alfonso the African was King and Portuguese sailors, sent by Prince Henry the Navigator, explored the coast of Africa. The next period was in the 1490's, when the Borgia Pope Alexander VI divided the New World between Spain and Portugal, and Vasco da Gama reached Calcutta with the aid of nautical instruments provided by the Jewish scientist Abraham Zacuto ben Samuel. And the third was the period of power and empire, that of the amazing "Manoeline" architecture with its Indian ornament and stonework imitating the ropes of navigators' vessels. This was in the reigns of Emanuel (Manoel) the Fortunate, who died in 1521, John III, who died in 1557, and King Sebastian (killed in the disastrous Moroccan War in 1578). We can see portraits here of *Prince Henry the Navigator* in the *S. Vincent* altar-piece (No. 2), by NUNO GONÇALVES; of *Vasco da Gama*, by an unidentified artist, possibly Gregorio Lopes, and of *King Sebastian* (No. 1), by CRISTOVÃO DE MORAIS.

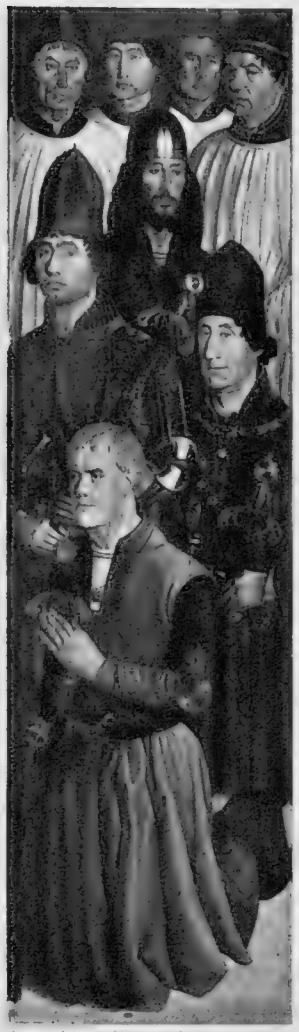
Nuno Gonçalves was the outstanding Portuguese artist of the fifteenth century. With great generosity the Lisbon Museum has sent to Burlington House the whole of the huge *S. Vincent altar-piece* (No. 2), with its fifty arresting portraits, commissioned from him by King Alfonso for Lisbon Cathedral. As displayed on the end wall of Gallery II, its six panels are arranged in two groups of three, separated by a sculptured image with carved canopy to indicate the place of an original shrine.

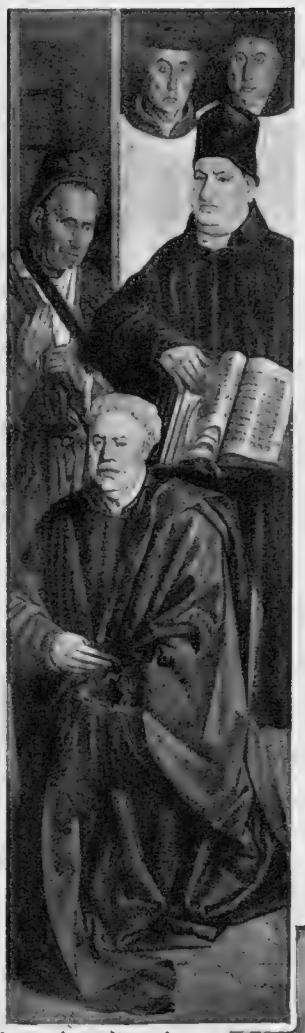
The two panels with *S. Vincent*, patron saint of Portugal and of the city of Lisbon, are left and right of the central sculpture. The saint is adored in the first by King Alfonso, his Queen Isabella, the little Crown Prince (later King John the Perfect), Prince Henry the Navigator and Princess Isabella of Aragon; and behind the saint stands a row of courtiers. On the left, in the *Panel of the Fishermen*, three men are symbolically enveloped in one large fishing net and a fourth, a bald, grey-bearded man, is prostrate with clasped hands. The *Panel of the Monks of Alcobarça* shows the King's Chief Almoner and other Cistercians in white habits.

In the right-hand central panel, S. Vincent is adored by the King's brother Prince Ferdinand in armour, and the heads of the naval and military forces with their swords and lances; the Archbishop of Lisbon, with attendant canons, the King's physician and his official historian are behind the saint. Further to the right, we have the *Panel of the Knights* with nobles of th[illegible] house of Braganza, a Moorish warrior, and cleric[illegible] behind them. On the extreme right, the *Panel of th[illegible] Relics*, a kneeling figure holds part of a skull (a relic o[illegible] S. Vincent preserved in the cathedral); behind him stands the Chief Rabbi of Lisbon with an open copy of the Talmud (symbolic of King Alfonso's marked tolerance for the Jews, whom he absolved from wearing a distinctive gaberdine); and further back, a pilgrim beggar and more clerics.

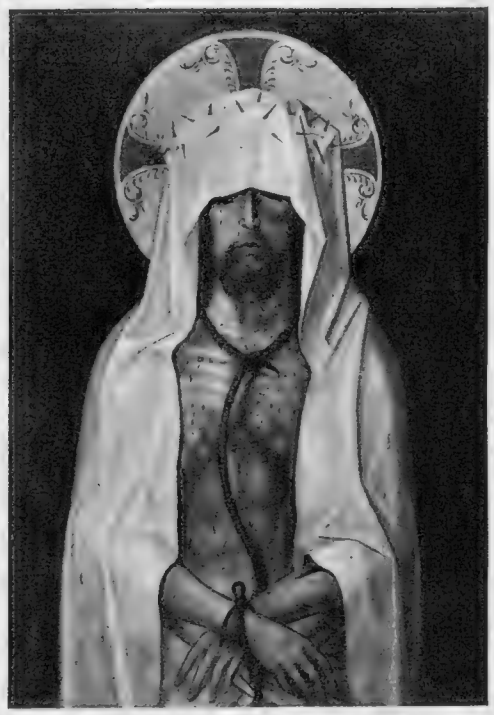
The whole effect is enormously imposing, though we can only guess at the picture's original condition because, after long neglect, large portions at various times have been much repainted and restored.

The sixteenth-century painters shown include FRANCISCO HENRIQUES, a Fleming by birth, wh[illegible] was active in Evora and later in Lisbon, where he was directing a team of seven painters on a special commission when he died of the plague in 1518. Also represented





Alfonso for Lisbon Cathedral from the outstanding Portuguese artist of the fifteenth century. The entire altar-piece, the King's Chief Almoner and other Cistercians. *Second from left*—The Panel of the Fishermen, with three figures enveloped the Navigator. *Right centre*—S. Vincent adored by Prince Ferdinand, naval and military commanders, and the house. *Extreme right*: The Panel of the Relics, with the Chief Rabbi of Lisbon holding a copy of the Talmud.



3. "ECCE HOMO: CHRIST AS THE MAN OF SORROWS": This picture by an unknown fifteenth-century painter illustrates well the Portuguese painters' quality of reticence.

6. "ECCE HOMO: CHRIST SHOWN TO THE PEOPLE" by CRISTOVÃO DE FIGUEIREDO: This picture comes from Coimbra, one of the leading provincial centres contributing to the Exhibition.

7. "THE AGONY IN THE GARDEN" by THE MASTER OF THE VISEU ALTAR-PIECE: Some presume the painter to have been Vasco Fernandes, of Viseu.

8. "SALOME RECEIVING THE HEAD OF S. JOHN THE BAPTIST" by GREGORIO LOPES: This altar-piece comes from Tomar. It depicts Salome as the daughter of Herodias.

are FREY CARLOS, a Fleming by descent, but born in Lisbon, who worked for twenty-five years in the Monastery of Espinheiro, near Evora; VASCO FERNANDES, very famous in his day as GRÃO VASCO (the Great Vasco), who worked at Viseu between 1512 and 1540; CRISTOVÃO DE FIGUEIREDO, painter of a composite altar-piece for the church of Santa Cruz at Coimbra, where it is still preserved; and GREGORIO LOPES, Court painter to Emanuel the Fortunate and John III, who worked in Lamego and in Tomar, where the church of S. John the Baptist still owns a series of his panels. There are also panels by unidentified artists known by conventional names—the Master of the Viseu Altar-piece (who may be identical with Vasco Fernandes), the MASTER OF SANTA AUTA (who painted a series of *S. Ursula* pictures), the Master of Sardoal, and so forth.

My own selections, as memorable concepts, include two pictures by Frey Carlos. One is the *Ascension*, where only the feet of the ascending Christ are seen; the other, *Christ Appearing to His Mother*, which is suave, gentle and harmoniously coloured. Then there are the dramatic *Pentecost* and grandiose *S. Peter on the Pontifical Throne*, by Vasco Fernandes; the moving *Ecce Homo* (*Christ shown to the people*) (No. 6), by Cristovão de Figueiredo, and the same artist's fine *Entombment* with two donors in the background, an unusual feature.

Also outstanding is the *Salome Receiving the Head of S. John the Baptist* (No. 8) in the Tomar altar-piece, by Gregorio Lopes. Here Salome is quite obviously the daughter of Herodias. And most moving is the deeply felt and simply imaged *Agony in the Garden* (No. 7), with the touching figure of the sleeping S. John, by the MASTER OF THE VISEU ALTAR-PIECE, presumed by some to be Vasco Fernandes himself.

Of the minor works from the earlier periods I was charmed by the portrait of the pretty, discontented *Princess Santa Joana* with her elegant long-fingered hands (No. 5), painted by an unknown artist of the school of Nuno Gonçalves in the later fifteenth century. I was also struck by the MASTER OF SARDOAL'S *S. Catherine and S. Barbara*, where the gentle martyrs are adorned with luxuriant crowns (No. 4). And all painters will surely share my admiration for the unidentified author of the *Portrait of a Nun*, painted about 1570—some seventy-five years before the celebrated *Portrait of a Nun*, by LOUIS LE NAIN.

The Exhibition shows very few pictures by the later artists. But the seventeenth-century examples include a *Portrait of Catherine of Braganza as a Child*, the future wife of Charles II, by an unidentified painter, and a celebrated head study, *D. Isabel de Moura*, perhaps by DOMINGOS VIEIRA. Francisco Viera, known as VIERA PORTUENSE, who lived in London at the end of the eighteenth century and died in 1805, painted *Angelica Kauffman*. And the eclectic DOMINGOS SEQUEIRA (1768–1837), famous for a Paris Salon picture *The Death of Camoens*, who visited London and is seen here in a number of portraits. These include *The Painter's Children*, which shows the influence of the English school of portraiture.

THE EXHIBITION OF PORTUGUESE ART

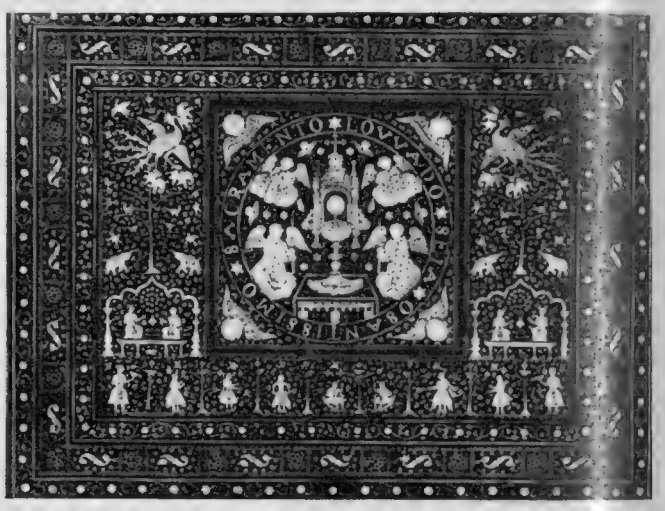
Carvings, Silver Craftsmanship, Pottery and Furniture are Represented in the Display at Burlington House

AN ANGEL WITH THE ARMS OF PORTUGAL : This piece of carving in polychrome wood is the work of Fernão Munhoz, who was active between 1510 and 1512. The paintings, which are being exhibited at Burlington House, and are described in the previous pages, are only part of the exhibition of Portuguese Art. Of great interest also are the examples of sculpture and carving, of embroidery and furniture-making, of pottery design and of the skill of Portuguese goldsmiths and silversmiths. A striking feature about this aspect of the exhibition is the influence of the Orient. Portugal was the first European nation "to comprehend and interpret Oriental design in national art." Among the pieces reproduced on this page are the craftsmen's "reflections of Mogul art at Delhi."

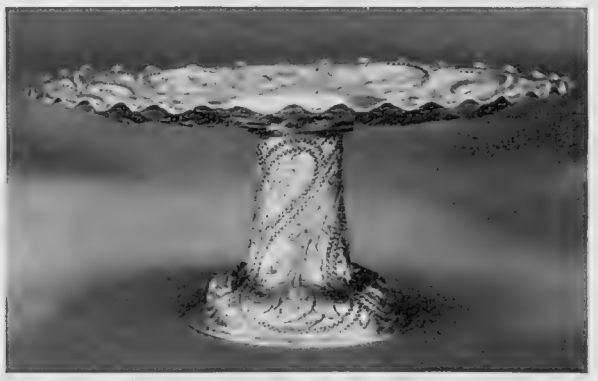
SILVER-GILT MONSTRANCE : It is decorated in enamel with figures of Angels, and the date 1534 is contained in an inscription on it.

AN OWL IN SILVER : This is one of two owls in a display of Portuguese craftsmanship in the seventeenth century; it is an early example. Animals were favourite subjects.

FAIENCE DISH : The figure of Bathsheba is in the centre, and on the reverse side there is an inscription and date "D Inês, 1660."



MASS OR CREDENCE TABLE : It is made of Indian woods and decorated with Oriental figures, elephants, mythical birds and fish, inlaid in bone — an example of Indo-Portuguese work.



SILVER TAZZA : This is early eighteenth-century work in the style of the seventeenth. It is lent by Professor Reynaldo dos Santos, who has arranged the London exhibition.

SILVER GALLEON : This seventeenth-century piece is 1 ft. 1 in. high, and just under a foot in length. The silver galleon has an Angel as its figurehead.

INDO-PORTUGUESE WORK OF THE SEVENTEENTH CENTURY : The top of this table is in Oriental wood with ebony inlay. The legs are deeply carved with Oriental *motifs*.

A CHAIR IN LIGNUM VITAE : The seat and back of this seventeenth-century chair, over 4 ft. high, are of chaired leather. There are brass studs and finials.

BATTLESHIP AGROUND

The 45,000-ton U.S.S. "Wisconsin" in difficulties off Manhattan

Large crowds on the waterside of New York last week saw a mishap occur to one of America's, and the world's, largest battleships. The 45,000-ton U.S.S. *Wisconsin* was en route from a shipyard in Bayonne, New Jersey, to the United States Navy's yard at Brooklyn, when she went aground on Diamond Reef off the eastern tip of Manhattan.

The most likely reason for this grounding was that the stream in the Hudson and the East Rivers had been affected by the gales which had recently struck large areas of the North-Eastern American littoral. However, a flotilla of tugs came out from the surrounding dockyards and soon managed to free the vessel. In less than an hour she was afloat again and was then towed to her destination in Brooklyn.

The *Wisconsin* is one of the Iowa class of battleships—the largest battleships in the world. Her tonnage is 500 tons more than the Royal Navy's *Vanguard*, which has recently been transferred to the reserve fleet. Laid down in 1941 and launched in 1943, *Wisconsin* had a distinguished war career in the Pacific. Her cost was over 100,000,000 dollars (£35,700,000). With her high-pressure boilers she can reach a speed of 35 knots and her 16-in. guns have a range of 23 miles. Originally the battleship was fitted with catapults for launching observation aircraft, but now these have been replaced by helicopters.

The *Wisconsin* has three sister battleships in her class—the *Iowa*, the *New Jersey*, and the *Missouri*. Work on a fifth battleship in this class—the *Kentucky*—was suspended in 1950.

In spite of their great size, the *Wisconsin* and other ships in the Iowa class are by no means the largest warships in the American Navy. This palm goes to the giant Forrestal class of attack aircraft-carriers. The *Forrestal* herself, already in commission, is of 59,900 tons. Her sister ship, the *Saratoga*, is now being fitted out and is 100 tons heavier. The third ship under construction in this class, the U.S.S. *Ranger*, may be larger still.

The question of the size of ships in modern navies is a very controversial one. Great Britain in the past few years has resolutely turned from heavy ship construction. The largest Royal Naval warship in commission is the fleet aircraft-carrier *Ark Royal*. Compared with the *Forrestal*, or even the *Wisconsin*, she is small—only 36,800 tons. Britain now concentrates on a powerful and very mobile navy of small and fast ships. Destroyers, Darings, frigates, submarines and various types of minelayers and mine-sweepers. But evidence that the American heavy ship policy is not without its followers in other countries was seen recently when the two heavy Russian cruisers, *Sverdlov* and *Alexander Suvorov*, visited Portsmouth.

HE BATTLESHIP IS FREED: *Above*—Tugs surround the U.S.S. *Wisconsin* shortly after she had been freed from Diamond Reef, off the eastern tip of Manhattan, on which she had run aground. Brooklyn Bridge, in the background, can be located in the aerial view of New York on pages 204 and 205. *Below*—The 45,000-ton battleship is towed under Brooklyn Bridge. *On right below*—This aerial picture shows the tugs in the first stage of freeing *Wisconsin* from Diamond Reef.

THE HOME NEWS

A Pictorial Survey of Recent Events in England and in Scotland

MOSCOW'S CITY CHAIRMAN IN LONDON : Mr. Mikhail Yasnov, the Chairman of the Executive Committee of the Moscow City Soviet, addresses a meeting of the Court of Common Council in Guildhall. The Lord Mayor of London, Sir Seymour Howard, is presiding. Sitting behind Mr. Yasnov is the Mayor of Bombay, Mr. N. C. Pupala, who was also visiting London. Sir Seymour Howard recently spent a week in Moscow, and invited Mr. Yasnov and other local government officials to come to London.

THE SMALLEST JET PLANE IN THE WORLD : This is the claim made for this aircraft, which is seen here at Woodley aerodrome, near Reading, in Berkshire, after completing its maiden flight. The aeroplane can carry two people. It has a mobile "V"-shaped tail and full-span ailerons, which can also be used as flaps. These devices help to give it great manœuvrability in the air.

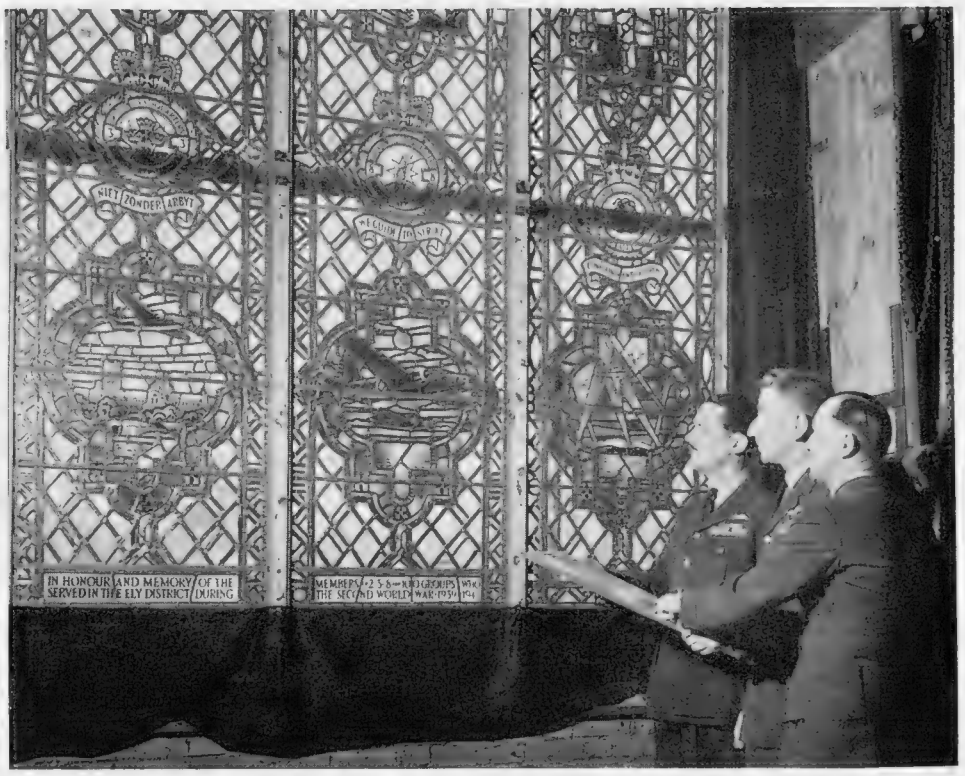
TALKING TURKEY : Some of the delegates to the annual conference in Aberdeen of the Scottish Branch of the British Turkey Federation stand by a stock of turkeys at the Parkhead poultry unit at Craigstone. They had been invited to visit there by the North of Scotland College of Agriculture.

AN EXPERT FROM AMERICA : Mr. Harvey Griffin, from California, a distinguished judge of poultry, explains some of his ideas on turkeys to members of the Scottish Branch of the British Turkey Federation at their annual conference.

FLOODS FOLLOW A GALE IN LONDON : Vehicles are ploughing their way through a flooded stretch of the Edgware Road at Cricklewood. Last week a gale hit London and its surrounding districts. It was described as the worst since last winter. At Harrow 21 ins. of rain fell in 12 hours. In Middlesex, Hertfordshire, and West and North London, telephone lines were cut, roads were under water and electric trains and buses were delayed. The gale also swept through Hampshire and Dorset. The Bournemouth-Lymington Road was blocked at one point by 4 ft. of water. Off Weymouth a Dutch submarine went aground.

IN MEMORY OF KATHLEEN FERRIER : At the Post Office Convalescent Home at Busbridge Hall, Godalming, Mr. Gerald Moore plays the piano which has just been presented by Dr. Charles Hill, the Postmaster-General (on the right), as a memorial to Kathleen Ferrier. Dr. Hill made the presentation on behalf of the Post Office staff, who have subscribed for three pianos for their convalescent homes in memory of Kathleen Ferrier. Mr. Moore was a close friend of the famous singer and often accompanied her.

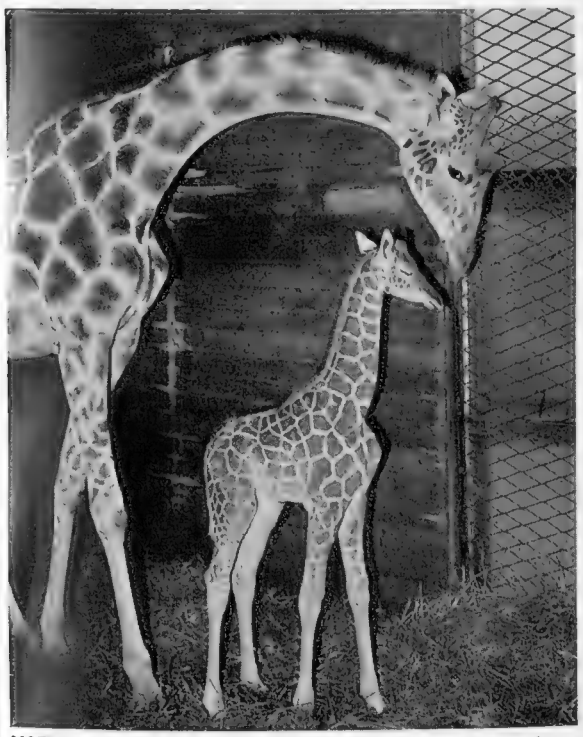
AN INDUSTRIAL HARVEST THANKSGIVING : The Bishop Suffragan of Woolwich, the Rt. Rev. Robert William Stannard, M.A., blesses a football during the service of Industrial Harvest Thanksgiving held in Southwark Cathedral, London. Holding the football is apprentice Peter McCormack. Industrial Harvest Thanksgivings are now as much a part of the Church's Year as are the traditional festivals for the blessing of the fruits of the earth. For some years Southwark has held these Industrial services. The congregation bring offerings from the Borough market and workshops and business houses.

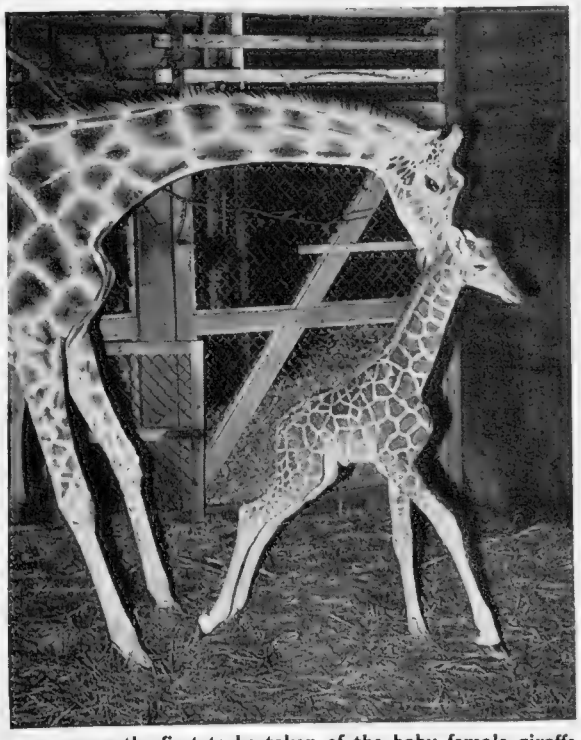


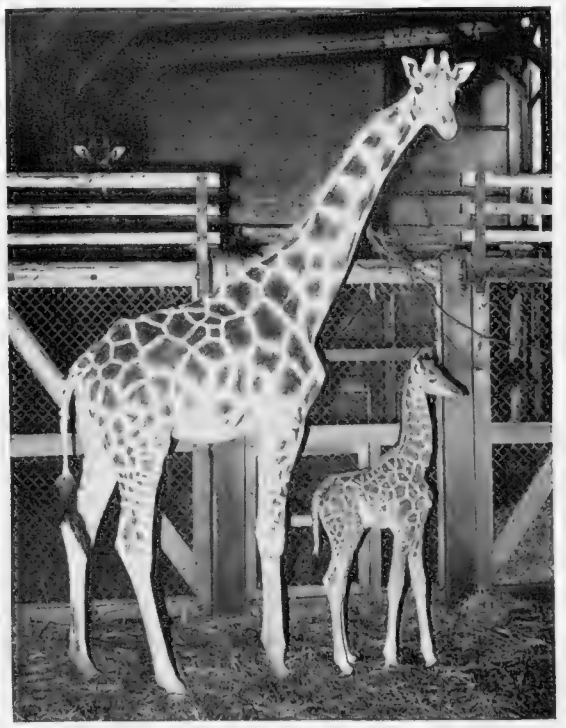
WAR MEMORIAL WINDOWS TO BOMBER COMMAND, R.A.F. : In the studios at Wealdstone of James Powell and Sons, Air Vice-Marshal J. G. Elton, Air Officer-in-charge of Administration, Bomber Command (nearest the windows) ; Air Marshal Sir George Mills, C.-in-C., Bomber Command ; and Wing-Commander D. A. Upton, look at stained-glass memorial windows to Bomber Command. They are being put into the Cathedral at Ely and will commemorate the dead of Nos. 2, 3, 8 and 100 Groups of Bomber Command. They will be unveiled in Ely on November 6 by Air Vice-Marshal Andrew Mckee, who served in Bomber Command in the war.

MORE TROOPS LEAVE BRITAIN FOR CYPRUS : Men of the 1st Battalion, the Royal Norfolk Regiment, wave good-bye as they go aboard a Hastings aircraft of the Royal Air Force Transport Command at Lyneham aerodrome, in Wiltshire. The 700 officers and men of the battalion, which had been stationed at Colchester, were starting their journey to Cyprus. They were following to the island the 1st Battalion, the Gordon Highlanders, who had preceded them by a few days.

MAKING POPPIES FOR REMEMBRANCE SUNDAY : Mr. James Sinton, aged sixty-five, who was wounded in 1917 at Bethune, in France, is at work at his bench in the Earl Haig workshop in Edinburgh. He is fashioning some of the poppies which will be sold for Remembrance Sunday, next month. It has been announced that there will be only one type of poppy on sale for Remembrance this year.







MOTHER AND CHILD AT WHIPSNADE ZOO : These three pictures are among the first to be taken of the baby female giraffe born recently at Whipsnade. The baby is described as a "perfect specimen." She stands 5 ft. high and her horns are already beginning to form. As can be seen, there is no doubt at all of the mother's affection and pride for her offspring. At present no name has been given to the baby. Officials at Whipsnade Zoo, which is in Bedfordshire, are inviting suggestions for a name from the public.

EARLS COURT REVIEW

Undiminished Public Interest in the New Cars is Reflected in the Crowds that have Flocked to the British Motor Show in London

Once again the British Motor Show at Earls Court attracted visitors from all over the country in their thousands (and incidentally stressed the appalling overcrowding of London's main thoroughfares). This was the fortieth Show, and more prospective buyers appeared to be visiting it than last year. On the first day, when the entrance fee was £1, the paid attendance was 16,192—over a thousand more than last year. A good augury was the fact that the number of visitors from overseas had also increased.

The Show, which closes to-day, Saturday, contains 187 British cars, 100 foreign vehicles (from six overseas countries), 70 caravans, and 23 motor-boats and dinghies. While there was comparatively little novelty in design in the cars made in Britain, the accent was placed on increased safety for driver and passenger, and a wider range of brighter colours. From abroad came the customary experimental designs, and there were one or two examples of co-operation between British and foreign motor manufacturers, with the bodies made in one country and the chassis and engines in another.

The Show was opened by the First Sea Lord, Admiral Earl Mountbatten. He referred to the fact that the British motor industry was the largest exporter of all car manufacturing countries.

"CREATED TO TEST PUBLIC OPINION": The Cadillac La Espada V 8-cylinder convertible is an experimental model exhibited by Lendrum and Hartman Ltd. It has a fibre-glass body aerodynamically designed, is 16 ft. 9 ins. long and 6 ft. 9 ins. in width. It is said to be much faster than standard Cadillacs.

ZEBRA SKIN UPHOLSTERY ON THE DAIMLER: Lady Docker is reported to have commented on her choice: "I decided it was the best skin to use—mink is too hot to sit on."

LADY DOCKER'S LATEST—ANOTHER GOLD-PLATED DAIMLER: The car that attracted most attention on the Daimler stand was this 4½-litre car, with special coachwork by Hoopers. It is finished in ivory and has gold-plated radiator and bumpers. It was a present from Sir Bernard Docker to his wife.

On left—

A VANGUARD BEST-SELLER: The new Standard Vanguard III, which shows improved safety devices and greater comfort inside.

On right—

A NEW ANGLE ON THE ISIS: The 6-cylinder, 2.6-litre Morris Isis Saloon is tilted at an angle on its stand at Earls Court for easier inspection by the public.

A B.M.W. SPORTS CAR MAKES ITS FIRST APPEARANCE: The B.M.W. 507 has a hard-top and a concealed touring-type hood, which is detachable. It has an 8-cylinder 3.2-litre engine and a five-speed gear-box. The price, including purchase tax, is £3,967 15s.

MADE IN ENGLAND, BUT NOT FOR SALE HERE: The Nash Metropolitan is made for the American firm by Austins in Birmingham. It has a 4-cylinder Austin A.40 engine, but is only on sale in America or Canada, or to American or Canadian Servicemen in Britain.

CROWDS FLOCK TO THE SHOW ON ITS OPENING DAY : A general view of Earls Court after the fortieth British Motor Show had been opened by Admiral Mountbatten.

On left—
THE NEW CITROEN'S STEERING WHEEL : Hydraulically operated, the wheel has only a single spoke. It has been designed to be flexible for the greater safety of the driver in the case of an accident. The car is the D.S. 19 2-litre Citroen.

On right—
JAGUAR'S NEW 100-M.P.H. SALOON : The Jaguar 2.4, shown for the first time this year, is the latest development of the 6-cylinder XK engine with double overhead camshafts and twin carburettors.

THE CONTINENTALLY COACH-BUILT 3-LITRE ALVIS : The body for this two-door sports saloon has been built by the famous Swiss firm of coachbuilders, Graber, of Berne. The 6-cylinder o.h.v. engine makes the Alvis 3-litre capable of 100 m.p.h. Price £2,621 19s.

THIS YEAR'S ROLLS-ROYCE SILVER CLOUD : Gleaming on its stand at Earls Court is the grey-and-black Silver Cloud costing £4,796 (including purchase tax). The model shown has a steel body, though bonnet, doors and luggage-locker door panels are of aluminium.

FREE TESTING AT HENDON

The Government's New Vehicle-testing Station is Opened; Motoring Statistics; Comments on Parking Meters; Looking Ahead to Monte Carlo; Footnotes to Earls Court

BY "THE SPHERE" MOTORING CORRESPONDENT

BECAUSE we are still reeling and staggering from the gastronomic and oratorical orgy of the Motor Show, let us forget all about new cars for the time being and talk about old ones . . .

Those I have in mind are the vehicles which are being taken by serious-minded motorists to the Government's new vehicle testing station at Hendon, Middlesex, just off Watford Way.

I went along to the opening of this new establishment by the Minister of Transport, Mr. John Boyd-Carpenter, and was most impressed by the way it has been laid out. Chief credit for this, I believe, is due to Mr. Clifford Toyne, of the Ministry's Highways and Engineering Division. The man in charge of the actual station is Mr. Philip Huntley. With a staff of six inspectors and four drivers, he can deal with fifteen cars an hour. That is, using only one inspection "lane." Provision has been made for another, which could be brought into use at any time.

It takes a motorist about fifteen minutes to have his car checked. It 's very much a case of "first come, first served," for on arrival you are given a numbered metal tag telling you your position in the queue. When your turn comes they call your number over a loud-speaker.

They test brakes, steering, tyres, wheel alignment and headlamp adjustment. They look at the exhaust system and even check such things as the horn, windscreen wiper, direction indicators, door locks, bodywork and driving mirror. It would cost nearly £2 to get such an inspection made commercially at a garage. At Hendon it 's free. They give you a card showing what 's wrong—if anything—with your car and advise you to get it seen to as soon as possible.

The new testing station has cost £12,000 to build and will cost £7,000 to £8,000 a year to run. The Government has decided not to make provision in the Road Traffic Bill for compulsory annual vehicle inspection and official policy seems to be more in favour of spot checks.

The place at Hendon is a "pilot" establishment from which the Ministry hopes to learn a lot about the problems of vehicle tests. The success of this experiment could lead eventually to the setting-up of more voluntary stations in various parts of the country, but the Minister said at Hendon that this is not possible at present in the prevailing financial position.

More accidents are *contributed* to, if not actually *caused* by, bad maintenance of road vehicles than is generally realised. So even on a non-compulsory basis, inspection stations could do much to reduce accident risks on our overcrowded roads.

Just how congested they are in Britain is driven home by the British Road Federation's booklet, *Basic Road Statistics for* 1955. This shows that according to figures issued by the International Road Federation, Britain has more vehicles per mile of road than any other country.

The figure is 18.4, compared with 17.4 in Western Germany, 15.5 in the U.S., and 12.1 in Belgium. France is listed thirteenth with only 4.4 per mile and Spain has only 1.4 per mile. These figures do not include motor-cycles, of which there are over a million in Britain, so while those international comparisons are interesting, the fact of the matter is we have 30.9 vehicles per mile all told, on Britain's 187,000 miles of roads.

Basic Road Statistics may sound like dull reading, but the booklet is crammed with arresting figures which should be engraved on the stony heart of every politician.

Facts like these, I mean:

In the year 1954–55 motor taxation in Britain totalled £386,835,000, while Government expenditure on roads was only £33,594,000. Last year 5,010 people were killed in road accidents and 233,271 injured. Among the dead were 2,226 pedestrians and 696 pedal-cyclists. In terms of national income the cost to the community of road accidents in 1954 was £157,000,000.

Total number of motor vehicles in use in Great Britain last year was 5,770,447—an increase of nearly 500,000 on 1953.

So far this year the number of new registrations again shows a substantial rise. No wonder urban parking becomes more and more difficult! But parking meters are not the answer, say the motoring organisations. They held a meeting in London the other day to register their public opposition to the use of meters.

There was some plain speaking by Mr. K. L. Kelly, Secretary of the A.A., and Captain A. W. Phillips, general manager of the R.A.C. Said Mr. Kelly: "There is any number of valid reasons for opposing this insidious attempt to extract more money from the motorist. We are challenging the Government to carry out the recommendations of their own advisers, who have said that the provision of off-street parking facilities is the only real answer to the problem."

Captain Phillips said: "Far from doing anything to alleviate the fantastic lack of parking-space, we consider, in fact, that meters will aggravate the problem. The Government say that the money raised by meters will be devoted to the building of off-street parking accommodation, but we are far too long in the tooth to fall for pledges of that kind."

Why are the motoring associations showing this militant attitude towards parking meters just now? Because the Road Traffic Bill, now before Parliament, contains clauses under which local authorities could be empowered to install meters on public highways. The R.A.C. and A.A. say: "What we need are multi-storey garages above and below ground."

Let 's get away from this traffic nightmare—to glamorous Monte Carlo. Details are out about the arrangements for the 1956 edition of this classic Rally in January. Starting-points this year will be seven in number instead of eight: Glasgow, Athens, Lisbon, Munich, Stockholm, Paris and Rome. No one will be able to start from Monte Carlo, Oslo or Palermo this year. Paris and Rome have been substituted.

Britain and France have both been allocated 95 places. A number of different nationalities will be represented among the 110 cars which set out from Glasgow on January 15. They first go to Stranraer and then on through Dumfries and the Lake District to Scotch Corner, London and Dover.

On the Continent their route to Monte Carlo will be by way of Boulogne, Nantes, Bourges, Aurillac, Vienna, Besançon, Strasbourg and Rheims. At the champagne town all the different routes converge. Thereafter, all competitors follow a common route through Paris and across the French Alps.

Back to Earls Court now, for one or two footnotes on the Motor Show which ends to-day. Although, among the British exhibits, the new Jaguar, Vanguard and Rapier attracted enormous interest, the new French Citroen—the DS19—scored one of the biggest individual successes of the Show.

What a bold concept this new Citroen is, to be sure! Disc brakes, two-pedal control, power steering, hydraulic gear-change, oleo-pneumatic suspension, pillarless doors, front-wheel drive—and much else besides.

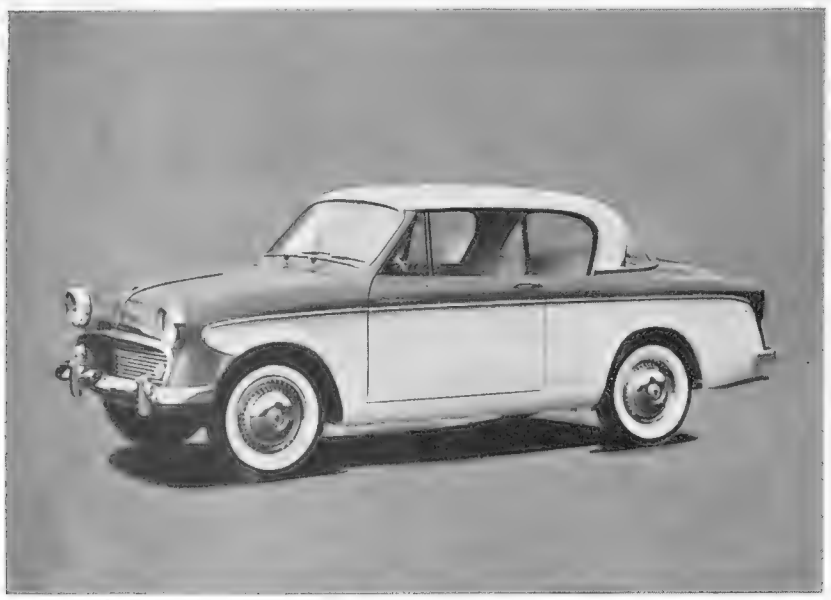
It makes the British manufacturers look like a lot of very cautious old gentlemen. But, as Mr. Reginald Hanks, of the British Motor Corporation, said the other day: "There 's no point in changing car designs just for the sake of it. There is no special virtue in novelty. People ask me why we are not doing anything about the Morris Minor this year. The answer is that we have more orders for Minors to-day than twelve months ago!"

I was glad to learn that the Austin Motor Co. are making use of their A 40 and A 50 Cambridge models with sunshine roofs. Customers who want them will have to pay £14 3s. 4d. extra, including tax, and I am certain many Austin buyers will be glad to do so.

There is still a widespread liking among British motorists for a roof which opens, yet the Austin Cambridge is the only mass-produced family car offered with this refinement.

The Austin decision is perhaps a welcome sign that British car manufacturers are beginning to study the desires of home motorists a little more. There is not much call for sunshine roofs abroad, so our car firms, going all out in the export drive, did not bother about them. Besides, they said sunshine roofs did not go well with unitary construction. They needed the strength of a fixed roof, they said, to help make up for the lack of a chassis frame. This technical objection seems now to have been suddenly overcome!

VEHICLE-TESTING STATION WILL HELP MAKE ROADS SAFER: The official at the desk is checking the braking performance of a car undergoing the test at the Government's new vehicle-testing station at Hendon, Middlesex.



"STAR DÉBUTANTE OF THE ROOTES GROUP": This description was given by The Motoring Correspondent when referring to the Sunbeam Rapier in last week's Motor Show Number. "This handsome, luxuriously-finished two-door, four-seater saloon," he wrote, "has a hotted-up Hillman Minx 1.4-litre engine and a claimed top speed of 90 m.p.h." Price, including purchase tax, is £985 14s. 2d.

The door-locks on cars have suddenly acquired a mysterious complexity. While road-testing a Bentley Series "S," I sometimes had difficulty in locking or unlocking the doors. More recently I had the same trouble with one of the new Vanguards (if one may speak of these two cars in the same breath).

Now I see that Vauxhalls have felt it necessary to issue a leaflet explaining how their new door-locking system works. Is there any real need, I wonder, for all this new complication?

I had a go in the new 236 Sapphire the other day, and liked it very much. Armstrong Siddeley offer a choice of engine in their new 2.3-litre saloon and the 236 has a 6-cylinder unit with Manumatic, two-pedal control. The 234 has a 4-cylinder engine which is really two-thirds of the 3.4-litre 6-cylinder engine used in the big Sapphire. It does 100 m.p.h.

The 236 is slower, with a top speed of about 80 m.p.h. but the Manumatic gear-change system is fascinating. It does not make the gear-box entirely automatic. You still have to move the gear lever controlling the four-speed synchromesh box, but there is no clutch pedal. You can select any gear at any time and the thing sorts itself out. It is a half-way house towards the fully-automatic gear-box.

THE FIRST MEDIUM-SIZE CAR WITH AUTOMATIC TRANSMISSION: The new Lanchester Sprite has new coachwork and is powered by a 60-h.p. 4-cylinder o.h.v. 1½-litre engine. The two-pedal control is made possible by the use of Hobbs gear-boxes. Price, including purchase tax, is £1,227 19s. 2d.

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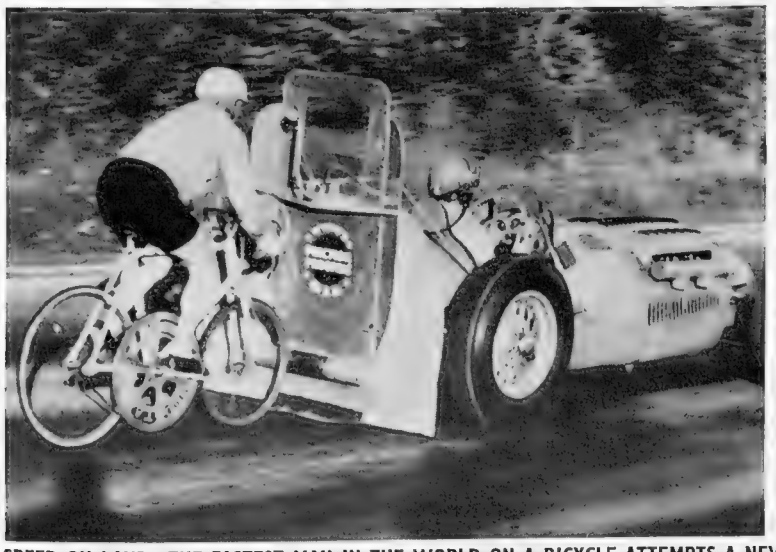
"BLUEBIRD" ROARS ACROSS LAKE MEAD, NEVADA, U.S.A.: Soon after Donald Campbell had finished this test run in connection with a new attempt to beat his own world water speed record of 202.32 m.p.h., the craft sank about half a mile from the shore in water approximately 50 ft. deep. Other boats were soon on the scene and lines were attached to the speedboat as she began to sink while being towed back to the shore. Mr. Campbell scrambled clear as the boat went down stern first. Enormous swells in the lake, which had caused Donald Campbell to postpone an attempt on the record, are believed to have contributed to the accident. The repair work required on *Bluebird* appears to be much more extensive than was thought necessary at first. After careful examinations it was stated the mechanics expected to take about three weeks to complete it. Mr. Campbell is "confident" that he can break the record he set up on Ullswater in July.

"BLUEBIRD" IN DIFFICULTIES

Donald Campbell's Speedboat Sinks in Nevada After Test Runs; High Speed on a Bicycle

THE SPEEDBOAT IS TOWED ASHORE: Donald Campbell's turbo-jet hydroplane, *Bluebird*, was soon handed over to mechanics for a complete overhaul. This was carried out in a tent workshop erected on the shore of the lake.



SPEED ON LAND—THE FASTEST MAN IN THE WORLD ON A BICYCLE ATTEMPTS A NEW SPEED RECORD: Jose Meiffret pedals fast behind his trainer's racing car at St. Dizier, Haute-Marne, France, during an attempt to break his own motor-paced cycle speed record of approximately 109 m.p.h. During this recent attempt he touched 100 m.p.h. during a run of 5 miles. M. Meiffret's existing record was set up in 1951. A feature of the bicycle is the size of the gear wheel. It will be noticed that the cyclist is almost touching the revolving guard behind the car and that there is a speaking tube placed directly in front of him so that he can communicate with the driver.

The World of Books—By VERNON FANE

EXCEPTIONAL WOMEN

This Week there are Four Feminine Autobiographies; Stories of Travel and Adventure; and New Fiction including Novels about America and Australia

FOUR women—and four exceptional women at that—are the authors of this week's most memorable autobiographies. First, Mrs. Caresse Crosby, who writes of her conventional upbringing in America, her debut there and in London and the pleasant and elegant social round that continued through the early years of her first marriage and changed, with the suddenness of a rocket burst, in her second. For with Harry Crosby, who decided that Caresse was a better name than the original Polly, she became one of the focal points of the 1920's, in New York, London and principally, Paris. As she recalls their life together, those years were a whirl of luxury, of madness, of recklessness and also of creation, for they founded The Black Sun Press in Paris, at first with the object of getting their own poems in print, and later used as a means of recognition for such authors as Hart Crane, James Joyce, and D. H. Lawrence on occasion. When Harry Crosby killed himself in New York in 1929 (he was only thirty-two at that time), Mrs. Crosby continued her work and her wanderings, and the list of her friends and the writers and artists she has helped make quite extraordinary reading. There is no doubt about it, THE PASSIONATE YEARS (Alvin Redman. 21s.), is an incomparable picture of those 1920's and of someone who has become a legend in her lifetime.

A NEW MEMBER OF THE FRENCH ACADEMY: Jean Cocteau is wearing the uniform of the Académie Française, to which he was admitted last week, and holding the sword the hilt of which he designed himself. His sponsor was M. André Maurois.

For that matter, so has Miss Ethel Merman, who describes her book as "an autobiography in neon," a line which doesn't prevent it from being quite the most amusing book of the week, laugh for laugh. DON'T CALL ME MADAM (W. H. Allen. 16s.) is by, and about, one of the biggest contemporary stars in the American theatre. The lady of whose voice Cole Porter once said that it sounded "like a band going by," and the lady who seems to have starred in most of the best Broadway musicals. Her book is as full of punch as her stage performances, and more than that I could not say, except to repeat that it is extremely candid and often very funny.

Next, another stage figure but as different as it is possible to imagine except in the quality of a common respect for hard work. JUST A LITTLE BIT OF STRING (Hutchinson. 21s.) used to be the tune by which Miss Ellaline Terriss was known in the 1900's, and she has chosen it as the title of her autobiography which is written exactly as much in character as Miss Merman's and is consequently a charming affair, told with the author's typical gentleness and affection, and, as typically, with her crisp common sense and pleasant humour. It is still very hard indeed to realise that this still lovely lady is eighty-four.

THE STARS AT NOON (Robert Hale. 15s.) is the fourth and in many ways the most inspiring of these feminine autobiographies: the life story of Jacqueline Cochran, probably the greatest woman flier in the world, who began life in the poorest of poor conditions, dressed in flour sacks, shoeless till she was eight years old, and delivering babies "before I even knew the stork was a bird." Since then she has educated herself, learned the cosmetic business, taken flying lessons with her first money and become, among other things, the first woman to fly a military plane, the first woman to make a totally "blind" landing, and the first woman to break the sound barrier. Jacqueline Cochran holds many air speed records, and was on the General Staff of the U.S. Air Forces during the war, when she trained, organised and led as many as a thousand women pilots. Her story is a splendid one of courage and initiative, and self-reliance.

Now for stories of other kinds of adventure, mostly undertaken by men. Mr. Ben Carlin, for instance, who is a native of that lovely West Australian city, Perth, writes about his crossing of the Atlantic in an amphibious jeep accompanied by his wonderfully brave wife, Elenore, who was constantly seasick but undeterred, and helped him to make what is certainly the first Atlantic crossing by car. The Carlins' next foray will be, they plan, across the Pacific from Tokyo to Alaska. HALF-SAFE (Deutsch. 16s.) is the name of their book and their tough little craft.

DOCTOR AT LARGE (Michael Joseph. 10s. 6d.) is the current instalment of Richard Gordon's medical career. Having qualified and been to sea in two previous books, we now see him attempting to study and specialise in surgery, keeping himself in the meantime in a number of odd professional assignments, as *locum tenens* to a country G.P. or assistant to a cheerful London racketeer with a beatific bedside manner. As amusing as one would expect, and I still wouldn't mind having the pseudonymous Dr. Gordon as my medical adviser.

The next group of books take the reader to Russia, the Far East and South America. LAND OF THE MOON FLOWER. (Elek. 18s.) is the autobiography of Mr. Gerald Sparrow, for twenty-five years British judicial adviser to the Siamese Government, then imprisoned by the Japanese during the war to survive and start, not only a private legal practice, but the most fashionable night-club in Bangkok. An enchanting book, principally because the author not only understands the country and the people of whom he writes, but has a very real affection for them.

ANOTHER ROAD TO SAMARKAND (Hodder and Stoughton. 16s.) is Mr. Patrick Sergeant's account, vivid and colloquially written as becomes a good journalist, of a journey he made last year in the Soviet Union, during which he travelled nearly 20,000 miles through Russia, the Ukraine, Crimea, Siberia and Georgia, observed a great deal, and took scores of excellent photographs, many of which illustrate his book.

Mr. Donald Moore is a traveller *and* a resident, and his book is called, appropriately enough, WE LIVE IN SINGAPORE (Hodder and Stoughton. 16s.). Like Mr. Sergeant, Mr. Moore takes his own photographs, and very illuminating they are.

CORO-CORO (Hammond and Hammond. 18s.) is an account of the expedition undertaken by Dr. Paul A. Zahl, with the blessing of the National Geographic Society, to find the haunts of the scarlet ibis, and photograph them and their young in colour. His book has the enthusiasm and single-mindedness of an explorer as well as a scientist and, in reading it, one marvels once again at the fantastic discomforts and dangers that botanists and zoologists will face in pursuit of their aims.

WILLIAM WESTON (Longmans. 18s.) is described as the autobiography of an Elizabethan and has been translated from the original Latin by Father Philip Caraman. Weston was a Jesuit priest who was sent on a mission to England and was landed secretly on the Suffolk coast in 1584, visiting Roman Catholic families and surviving many vicissitudes and escapes, as well as seventeen years of imprisonment. A strange story of great suffering and great fortitude.

There is space only to touch briefly on some of this week's novels, but I would like to mention those that I think really worthy of your attention. REUNION (Heinemann. 18s.) is Mr. Merle Miller's story of a disparate number of men whose only link is their war service together in Belgium in 1945. They are officers, non-commissioned officers and men, and their host for one evening in New York, eight years after the fighting, is their company commander. The author writes of each man in his home, as well as his war background and, with considerable skill, brings them all to the dinner party at a moment when they face a crisis in their private lives. Brilliantly done, and immensely readable.

JUSTIN BAYARD (Collins. 12s. 6d.) is Mr. Jon Cleary's story, and an exciting one, of a remote cattle station in the Australian bush, and the young district policeman who is called there to settle some trouble between the settlers themselves, and the aborigines.

THE ACCIDENT (Cassell. 15s.) might, I suppose, be called a novel of the future, for it is concerned with the slow death of a man, after an accident at Los Alamos, of radiation disease, and the problems that this sets all those who tend him or are responsible in one way or another. The author, Mr. Dexter Masters, is a science journalist and his novel is thoughtful, careful and thoroughly ominous.

Mr. Alfred Duggan pursues his historical studies with GOD AND MY RIGHT (Faber. 15s.), a dramatic novel of the struggle between the spiritual and temporal powers in England in the twelfth century, which culminated in the clash between Henry II and Thomas à Becket. As a reconstruction of the period this is marvellously well done, even if a trifle over-wordy at times.

THE LONG ECHO (Constable. 12s. 6d.), in complete contrast, is a thriller by Mr. Ken Hughes, set in post-war Germany, and dealing with a hunt for a missing war criminal. Plenty of action and gun-play in what seems like an authentic setting.

THE OXFORD HOME ATLAS OF THE WORLD (Oxford University Press, London: Geoffrey Cumberlege. 15s.), *being the Oxford School Atlas in a general edition, has been prepared by the Cartographic Department of the Clarendon Press.*

THE ISLAND HILLS (Hurst and Blackett. 18s.) *is a description by Campbell Steven of a number of visits to the Western Isles and their hills. There are many photographs and maps by the author.*

THE OLD SHRUB ROSES (Phoenix House. 32s. 6d.) *is an account of the old "period" roses by Graham Stuart Thomas. There are also chapters on the evolution of our garden roses by Dr. C. C. Hurst, and a foreword by V. Sackville West. The book is well illustrated.*

BIRDS OF THE OCEAN (Putnam. 21s.), *by W. B. Alexander, is a new and revised illustrated handbook for voyagers, containing descriptions of all the sea-birds of the world, with notes on their habits and guides to their identification.*

In the second edition of **THE FISHERMAN'S BEDSIDE BOOK** (Eyre and Spottiswoode. 15s.) *the author, "BB," includes a greatly extended section on Carp Fishing. The illustrations are by Denys Watkins-Pitchford.*

PROBING THE SKY

Guy Murchie's Book of Flying Lore

The men who ride the sky inevitably see the world differently, and they have an opportunity to see it more fully than any previous generation. Guy Murchie is a writer and flying navigator of rich experience who has made the sky his province and understands fully its perils, its infinite variety and its ceaseless challenge. In SONG OF THE SKY (Secker and Warburg. 21s.) he tells, with a wealth of anecdote and illustration, how he has acquired his knowledge. There is a chapter on the winds, full of strange names with an onomatopœic ring, from the Simoom of Arabia to the Zonda of the Argentine Pampas and the bitter Steppenwind of the German plains. Up from the hot heel of Italy blows the Siffanto, and in Hawaii there is the Kona, which, as one might expect, is sultry and petulant with many moods. There is a no less fascinating chapter on the clouds, and others deal with the sonic barrier, the future of flight, survival in the polar regions, gliding and the art of using the lifebelt of the air, the parachute Mr. Murchie is a writer of concentrated power. He is economical in his words and packs into one volume of nearly 400 pages what other writers might wish to spin into two volumes. Even so, the wealth of flying lore that he has garnered is by no means all set down, and we can clearly anticipate a sequel to *Song of the Sky*, which is in itself a handbook for this day and age. The book has an additional merit of an extensive index.

Rather in the same vein as Guy Murchie's *Song of the Sky* but concentrating upon a more detailed aspect, is J. Gordon Cook's OUR ASTONISHING ATMOSPHERE (Harrap. 10s. 6d.). Mr. Cook summarises what the world has learnt during recent years of scientific exploration in the "buffer state" between the earth's crust and outer space. He tells of the clouds and cosmic rays, the difficulties of high-speed flight, how the wind is used for power, and even how our breath affects the climate. Like Mr. Murchie, Mr. Cook illustrates his often complex points with apt anecdotes, and the result is a worthwhile and readable book.

Leif Larsen received as many British decorations for outstanding gallantry as any British national has ever received, and one suspects he was not awarded the Victoria Cross only because he did not come within the exact terms of reference. What is quite certain from reading NONE BUT THE BRAVE (Souvenir Press. 16s.) is that Leif Larsen, C.G.M., D.S.O., D.S.C., D.S.M. and Bar was one of the most intrepid figures of the Second World War. Frithjof Saelen tells simply and directly in this stirring narrative how Larsen smuggled the midget submarines for the attack on the German battleship *Tirpitz*; how he operated a 1,000-mile ferry in fishing-boats from the Shetlands to the Scandinavian shore, smuggling in arms and agents; and how on one immortal occasion, he rowed dying shipmates 150 miles from near the Polar Circle in a shattered lifeboat. Here is a grand story grandly told about the most unassuming of men. Of Larsen, the author says that he has always remained self-effacing and exceptionally quiet. The natural authority of most born leaders does not appear to emerge at first encounter it is merely evident "that Larsen's thirty-five years have not been spent sipping tea with the local pastor; nothing more."

The name of R. V. C. Bodley will be familiar to many SPHERE readers who between the wars found deep interest in his Asian dispatches, particularly his articles on Japanese aims and actions in Manchuria and China. IN SEARCH OF SERENITY (Robert Hale. 15s.) is a very different kind of book to the one we might expect from Mr. Bodley. It summarises the philosophy of a man who has found a design for living, who knows not a little of the everyday cares and worries of mankind, and who has probed more than most men the secrets of the human heart. In many ways it reminds one of Bertrand Russell's *Conquest of Happiness*. There is the same approach, the same serenity and the same simplicity of exposition. Mr. Bodley has produced a book which may help many of us to relish the present and to stop fretting about the past and the future.

The misconceptions about Lancashire are marvellous and persistent, not least the view that here is a land of dark, satanic mills and little else beside. In HOLIDAY LANCASHIRE (Robert Hale. 18s.) Sydney Moorhouse takes us along the Fylde Coast, then into the valley of the Lune and up into the hills beyond. The author has lived and worked in this area for many years, and the result is an admirable addition to the series of Regional Books. As is usual in this series the book is well illustrated

MY ZOO FAMILY (Hamish Hamilton. 16s.), by Helen Martini, is a book essentially for animal-lovers. It is the story of Mrs. Martini, wife of the head keeper of the Bronx Zoo, New York, and of the dozens of animals she has helped to rear—lions, tigers, leopards, jaguars, gorillas, marmosets, and many more besides. It is a book packed with anecdotes, and one warms speedily to the personality and enthusiasm of the author.

FOR BOOK PUBLISHERS' ANNOUNCEMENTS PLEASE TURN TO PAGE 232

THE GRISONS ENGADINE SWITZERLAND

incorporate the famous Engadine and Parsenne districts and offer Swiss Hospitality, Snow and Sun. *Enjoy a Winter Sports Holiday at*

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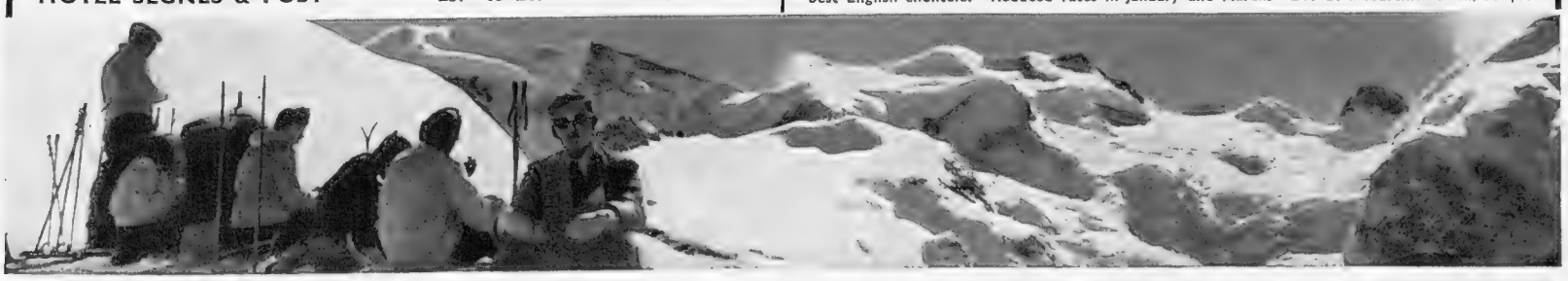

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Marie Louise	70
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Chalet Henriette	35
Dent-du-Midi	30
Les Bruyeres	30
Deux-Gares	22
Central	20
Bella Vista	15
Bouquetins, Bretaye	20

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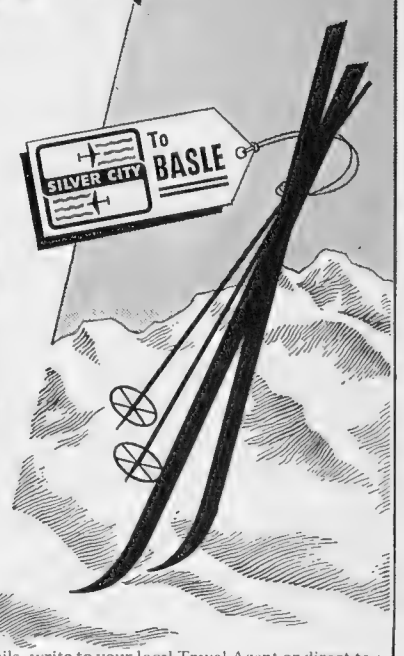

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The Sphere of Travel

Planning a Winter Sports Holiday

A Special "Sphere" Section Dealing with the European Resorts, and Offering Advice on Travel Arrangements

By GORDON COOPER

THE popularity of ski-ing increases every year. Many millions now give their annual holidays to the snow and the mountains. Catering for these winter sports enthusiasts has become a highly-developed side of the tourist industry, and this coming winter there are in all the main resorts more and better facilities. Subject, of course, to satisfactory climatic conditions, there is no reason why any prospective skier should return home disappointed. The newcomer to this sport naturally seeks certain practical information, especially in the planning of a holiday.

Where to Go.—Basically, ski-ing is the same in every country. In Europe, the choice lies normally between the Alps or Scandinavia. Alpine ski-ing tends to consist largely of downhill running, whereas in Scandinavia touring, which involves travelling uphill, downhill and on the flat, is a feature. The Alpine resorts, in many instances, provide more alternative attractions to ski-ing, such as skating rinks and curling links, while the holiday aspect is catered for by a variety of indoor entertainments, including even fashion shows in the large centres.

Worth noting are some novel kinds of winter sports holidays. Cook's, for instance, offer luxury motor-coach tours to a couple of Swiss resorts for those who prefer to be spectators of ski-ing and skating, and enjoy all the gaiety of winter sports without actually taking part; there are organised tours to the Winter Olympic Games at Cortina d'Ampezzo; there are ski tours in the Swiss and Austrian Alps; and in Norway, there are dog-sleigh ski tours.

When to Go.—The normal season in the Alps is from Christmas to the middle of April; in Scandinavia the best period is from January until the end of April. Altitude, of course, affects the length of a winter sports season. It is worth nothing that from mid-January till the end of February the resorts are less crowded, and hotel prices in some cases are reduced.

How to Go.—Even the rugged individualist traveller will find a great saving in trouble and expense by making arrangements through one or other of the travel agents specialising in winter sports. Their inclusive prices often include such irritating "extras" as after-meal coffees and baths. These firms, too, make use of special trains and air services. This winter, for instance, it is possible under their auspices to have bed-and-breakfast arrangements in Austria at inclusive prices with third-class return fares lower than the normal available to members of the public who travel independently.

Air-cum-motor-coach services enable you to reach many winter sports resorts within a few hours of leaving London, and the planes have special facilities for the carriage of skis. Then, a study of travel agents' brochures shows that some of the prices quoted are for bed-and-breakfast only. Others include sports taxes, afternoon teas, the hire of skis and sticks and ski boots, season tickets for ski lifts, tuition, and so on. All of these items have to be taken into account in making your plans. Worth noting is the new Silver City Air Ferry between Ferryfield and Basle, which will be operating every Friday, Saturday and Sunday from December 16, 1955, to March 31, 1956.

Air Charter Limited also operate Air Ferry Services. In addition to their service from Southend Airport, Essex, to Calais, they have now introduced a new route from the same English airport to Ostend.

Costs.—While travel agents often quote inclusive prices for a five-night stay at a resort, I do not recommend so short a period—except for those who wish merely to be spectators. You can only get full enjoyment of a winter sports holiday by planning for a minimum of ten days to a fortnight. On this basis, Norway is probably the most inexpensive ski-ing country, especially for those who live in Northern England and Scotland. A fourteen-day holiday there need only cost a little over £20, but this is perhaps best suited to youthful enthusiasts for ski-ing. As an approximate guide I give, in the case of each country, an indication of the minimum prices charged by travel agents for a twelve-night stay at a resort. Certain travel agents operate a Credit Holiday Plan.

Physical Preparation.—I must stress the importance of being physically fit at the start of a winter sports holiday. This means you must go in for a training regime in advance. Dry ski-ing classes are held in London, possibly in other cities; enquire for particulars from your travel agent. Alternatively, I recommend studying *Ski-ing for Beginners*, by G. A. McPartlin and F. Broderman (G. Bell. 10s. 6d.).

USEFUL ADDRESSES.

Thos. Cook and Son, Ltd., Berkeley Street, London, W.1.
Sir Henry Lunn, Ltd., 172, New Bond Street, W.1.
Polytechnic Touring Association, Ltd., 73-77, Oxford Street, W.1.
Erna Low Travel Service, 47, Old Brompton Road, S.W.7.
Austrian Alpine Club, 143, New Bond Street, W.1.
F. and W. Ingham, Ltd., 143, New Bond Street, W.1.
Ramblers' Association Services, Ltd., 48, Park Road, N.W.1.
Ski Club of Great Britain, 118, Eaton Square, S.W.1.
World Sport and Travel Service, 198, Sloane Street, S.W.1.

A CHAIR-LIFT IN THE SWISS ALPS: The skier is being carried up a slope of the Chamossaire, the mountain which rises to nearly 7,000 ft. above Villars, in Switzerland. The Swiss Alps are a traditional choice for British ski-ers, for the British were the first to popularise winter sports in Switzerland.

On left—

IN THE AUSTRIAN ALPS: Looking from above Kitzbühel along the snow-covered valley dominated by Alpine peaks. Kitzbühel is one of the fashionable winter sports resorts of Austria, providing as fine ski-ing facilities as any in Europe. A feature of winter sports holidays in Austria is the attractive offers made by some of the specialist travel agents.

THE IDEAL SNOW-FIELDS OF SWITZERLAND : This peak above Montana is one of the many surrounding the slopes which make them ideal for winter sports.

THE THRILL OF THE SNOWS : Two skiers come down a slope near Davos, one of Switzerland's best-known winter sports centres. In Davos, during recent years, there has been a great increase in the number of sports hotels and boarding-houses and there are many ski-ing schools.

Planning a Winter Sports Holiday

In Switzerland, France and Italy

SWITZERLAND.—Without disputing the merits of other winter sports countries, it is safe to say that Switzerland is a traditional choice of the British ski-ing enthusiast. This popularity is based not only on the all-round pre-eminence of its sports arrangements and hotel facilities, but is linked with generations of friendly relations. We were the first to popularise winter sports in the country, and since then we have continued to be drawn to the ideal snow-fields on the sunny slopes of the High Alps.

No other country offers quite as wide a range of winter sports resorts as Switzerland. There is room for both the most accomplished skier and the beginner. In fact, the problem facing the latter may well be where best to go. The most satisfactory answer is to join an introductory party organised by one or other of the specialist travel agents. This can be followed up in succeeding years by a continuation party and then a graduation party. Kandersteg, Mürren, Engelberg and Lauterbrunnen are all excellent places for beginners. I find it difficult, however, to give recommendations, for people are so different, but there are places which cater for all of them.

It may be as well, however, to give a hint to those who do not know Switzerland in winter. When deciding on a place, the first thing to consider is altitude, for a few hundred feet more or less make all the difference. I think that it is safer to make sure and to guard against disappointment by choosing a centre which is 4,000 to 5,000 ft. high ; for at this level a thaw, even if it comes, will probably be less severe.

For those who prefer elegant and sophisticated resorts, St. Moritz, Davos and Zermatt are outstanding. I suggest that Verbier, in the Valais, is excellent for families ; it has superb ski-ing slopes, and it is possible to rent small chalets at quite reasonable costs. Information can be obtained from the information office at Verbier.

I am also going to repeat a suggestion I made last year in these pages regarding the choice of one or other of the Swiss cities as winter sports headquarters. Not everyone wants to join in the constant round of organised social entertainments in the larger resorts—which can also be a considerable drain on the purse—nor, at the same time, do they wish to be rather isolated in a smaller resort. By staying in Zurich, Locarno, Lugano or St. Gall—to name just four—you can, within the hour, be amidst the snows and enjoying excellent ski-ing on the mountain-slopes. It is true that at the week-ends these places tend to get crowded, but during the rest of the week there is plenty of free space. Then, after dark you find in the cities a wide variety of entertainments.

While there is keen competition between the various Swiss cantons regarding their tourist attractions, I feel that none is more attractive for winter sports than the Grisons. Here there are more than 150 valleys, including the famous Engadine and Parsenn districts. The whole region, in fact, is admirable for ski-ing. The star resorts are Arosa, Davos (which, between January 9 and February 5, is offering special winter sports concessions), Flims, which I think is the loveliest place in Switzerland ; Klosters, Lenzerheide, Pontresina, St. Moritz ; there are also many smaller centres, such as Celerina, Samedan and Scangs, which are easily reached.

The cost of a Swiss winter sports holiday varies considerably, and the matter of "extras"—sometimes an expensive item—must be taken into account in choosing a resort. Taking travel and hotel accommodation (full board) into account, a twelve-night holiday at a resort will cost around £30. I think a better average for a comfortable hotel would be £40. While, of course, if you wish to stay at the best hotels in the fashionable resorts, you must expect to use up most of the year's travel allowance.

THE ATTRACTION OF THE FRENCH ALPS : The skiers are above Méribel-les-Allues, in the Savoy region, to the south of Mont Blanc. This resort, which consists of two centres, is well equipped with eighteen hotels, three ski-lifts and a ski school. The nearest station is Moûtiers, eleven miles away. France is the best all-round winter sports country.

FRANCE.—France is, in my opinion, the best all-round winter sports country in Europe. It is favoured with a maximum amount of sunshine, and the social atmosphere at the resorts is gay and pleasant. Almost the whole of the mountain area from the Riviera to Mont Blanc provides opportunities for snow sports during the greater part of the winter, and the higher centres have a long season, throughout which the skier is assured of ideal conditions.

Unfortunately, the influx of British visitors to French winter sports resorts has rather languished during the last few years, which is a great pity. It is with considerable pleasure that I report a new scheme, launched under the ægis of the Comité des Stations Françaises de Sports d'Hiver, whereby five of the leading Alpine resorts in French Savoy have formed a pool of a large number of rooms which are being held, for the season, at the disposal of our leading travel agents, at attractive prearranged rates that will enable them to quote highly competitive prices for inclusive winter sports holidays in France.

For the 1955-56 season, the five resorts are Chamonix, Megève, Morzine, St. Gervais and Val d'Isère. Their vast snow-fields, dominated by Mont Blanc, are of a quality that competes with any in the

IN THE HEART OF THE DOLOMITES : The Val Gardena is one of the valleys running through the Dolomites from Bolzano. Above the village in this picture rises the peak of the Sassolungo.

On left—
THE SNOW-FIELDS OF UPPER SAVOY : Skiers rest on the terrace of Mont d'Arbois, above Megève. In the snow-fields below Mont Blanc, the British Olympic team will train.

On right—
WHERE THE 1956 OLYMPIC WINTER GAMES WILL BE HELD : To Cortina, in the Italian Dolomites, the best winter sportsmen in the world will come next January for the contests in ski-ing, bob-sledding, figure-skating, speed-skating and ice-hockey.

rld—from gentle slopes for beginners to famous competition runs. Every resort is served with excellent mechanical means of ascent, and the majority have ice rinks, casinos, cinemas and other forms of entertainment. As an indication of costs, the combined travel and hotel charges for a fifteen-day holiday (twelve nights at resort) are around £40.

It may interest some readers to know that Auron and Valberg, situated at the southern end of the Alpine chain, are both sunny resorts, with excellent snow-fields for both expert skiers and beginners. They can be easily reached by motor-coach from Nice. This suggests a combination holiday : one part amidst the snows, the other part on the palm-fringed Mediterranean shore.

ITALY.—From January 26 to February 5, 1956, the Winter Olympic Games will be held at Cortina d'Ampezzo. Here, in a setting of extraordinary beauty, the spectator will be able to see the finest displays of the five fundamental winter sports : ski-ing, bob-sledding, figure-skating, speed-skating and ice hockey. A new stadium, accommodating 12,000 spectators, has been specially built for the Ice Olympiad. Speed contests will take place on the celebrated Lake Misurina, considered the pearl of the Dolomites. Enthusiasts of every country will be attracted to watch this Olympic spectacle, but I must advise intending aspirants that practically all accommodation in Cortina is bespoken for competitors, judges, officials, Press, etc. Arrangements, however, have been made for housing visitors in hotels and private houses within a radius of fifty miles. There will be regular bus services from the various villages to Cortina.

The best and only advice I can give to prospective travellers to these Olympic Games is that they should make their arrangements through specialist winter sports travel-agents. These agents, with one exception, however, cannot supply tickets for the actual Games—owing to a dispute over commission. They must, therefore, either be obtained on the spot, which should not be difficult, or else in advance from the official agents in Britain : World Sport and Travel Service. This firm states applications cannot be considered later than October 31, which does not allow much time after this Winter Sports Number appears.

Apart from the Winter Olympic Games, Cortina reverts to being perhaps the best of all Italian ski-ing resorts. The climate is everything that could be desired—dry air, the cold not excessive, Mediterranean-type sunshine, and abundant snow. There is a wide range of hotel accommodation. Other places in the Dolomites which can be recommended are Ortisei and the near-by Alpe de Siusi, Colle Isarco, at the foot of the Brenner Pass, Selva, in the varied ski-ing terrain of the Val Gardena, and San Martino do Castrozza.

Elsewhere in Italy, there is Sestriere, situated in the Turin Alps, where the ski-ing facilities are so smoothly organised that at the finishing-point of each principal run there is a bus service back to Sestriere, and the starting-points of the cable railways. Then, in Aosta, there is Cervinia-Breuil, with vast snow-fields all around.

The combined travel and hotel charges for an Italian winter sports holiday, with twelve nights at resort, are from £31 up in the simpler centres, from £40 up at Cortina and Sestriere.

IN NORWAY : Crowds surround the famous ski-jumping hill at Holmenkollen, near Oslo. Close to here is a museum in which the development of ski-ing from prehistoric times until to-day can be studied.

A SHELTERED HOLLOW IN THE NORWEGIAN MOUNTAINS : Vatnahalsen is near Myrdal, three-and-a-half hours by rail from Bergen. It possesses magnificent ski-ing terrain and there is great scope for downhill and slalom runs.

Planning a Winter Sports Holiday

In Norway and Sweden

NORWAY.—Each winter a growing number of British visitors choose Norway's mountain ranges for their winter sports holidays. Almost the whole country becomes one vast ski-ing field, an ideal terrain for long-distance racing and cross-country tours. There are also many resorts which have up-to-date facilities for slalom and downhill racing.

Of especial interest to young people are certain bargain tours arranged by the two shipping companies, the Bergen Line and the Fred Olsen Line. The former company, for example, offers an inclusive fourteen-day holiday (ten to eleven nights at resort) for as low as £22 2s. There are six centres and accommodation is arranged at comfortable small hotels or chalets, sometimes in Youth Hostels. For similar prices the Fred Olsen Line offers holidays at winter sports resorts that can be easily reached from Oslo. Information regarding these tours can be obtained through most travel agents.

Even for older people who wish first-class hotel comfort, prices in Norway are exceptionally reasonable. It is possible at the three outstanding resorts of Finse, Geilo and Lillehammer to have a fourteen-day holiday for around £30. Lillehammer, a charming little town, has its ski-runs, tobogganing, sleighing and ski-joring. For skaters there is an open-air rink, floodlit at night. A holiday there also allows you to see Oslo, the attractive capital of Norway.

Should you be in Oslo a visit to the Ski Museum at near-by Holmenkollen (famous for its great ski-jumping hill) is rewarding. Here you can study the development of ski-ing from prehistoric times. There is a photograph of a rock carving from Rodoy, in the province of Nordland, showing a skier. Archæologists say the rock carving was made 4,000 years ago. Several skis have been found in bogs, and scientists believe they are up to 2,500 years old. It is believed that even in the Stone Age and in the Bronze Age people used to ski in Norway.

For those who would like to mingle with the Norwegians in ski-ing, I recommend (especially for young people) Nordmarka, a vast open-air countryside, with perfect snow conditions and less than an hour from the centre of Oslo. Here you get all the thrills of ski-ing without any expensive frills. There are several huts, providing lodging and board, belonging to the Ski Promotion Society. For bookings and further inquiries, apply direct to the Foreningen til Ski-Idrettens Fremme, Prinsensgate 26, Oslo.

Last year World Sport and Travel Service inaugurated successfully a dog-sleigh tour in Norway, and during the coming winter two more parties are being organised. It is necessary, however, for participants to have some previous ski-ing experience. Complete dog-sleigh teams consist of five or six huskies and a sleigh, while a driver and experienced guide will accompany the groups to and from various mountain chalets scattered in the magnificent Hallingskarv mountain-range, all of which are within an easy day's reach of each other. The use of a sleigh means, of course, that the skiers themselves need only carry such things as they actually need during a ski-ing trip, while the rest of their luggage is carted on the sleigh. No journey will exceed more than a maximum of seven or eight hours a day, but the average is five or six hours. The method of ski touring involves delightful cross-country ski-ing with many fine down-hill runs. Ladies are welcome, and the inclusive price of the fifteen-day holiday is £38 5s.

In Norway, the currency allowance is the highest in Europe—up to £250. So if you have already spent your normal currency allowance, there is still an opportunity of taking a further holiday abroad.

SWEDEN.—Although this Scandinavian country is a winter sports paradise and ski-ing a national sport, it has remained rather aloof from the ordinary tourist traffic. This is a pity, for conditions there are excellent from December to May. The resorts can be reached speedily and in comfort, and hotel accommodation is of a high standard. Prices range from about £50 for a seventeen-day holiday, providing twelve nights at a resort.

Recommended winter sports resorts include Rattvik and Salen, in the province of Dalarna, Are, the largest centre in the province of Jämtland, and Riksgransen, in Lapland, where there are the highest mountains and wildest scenery. The ski-ing season in Dalarna is from Christmas to March, in Jämtland from Christmas to mid-April, and in Lapland from February to the end of May.

IN SWEDEN : These ski grounds lie below the mountain of Areskutan, in Jämtland. Sweden is a winter sports paradise which has hitherto been rather remote for the ordinary tourist. Conditions are excellent from December to May and the Swedish centres can be reached quickly and comfortably.

On left—
THE EUROPEAN SKATING CHAMPIONSHIPS : This picture was taken at the ice-stadium at Falun, in Sweden, during a contest in the European Skating Championships in February of this year and is evidence of the importance of Sweden as a winter-sports centre.

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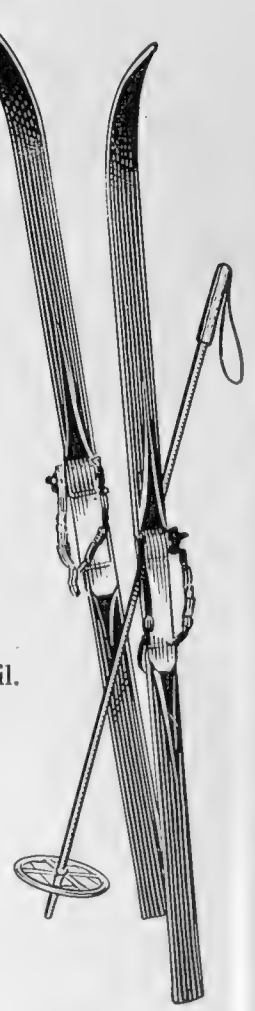

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AN ARENA IN THE SNOW : At Zürs, in the Arlberg of Austria, the snow ensures a long ski-ing season from December to April. It is one of the highest and sunniest of winter sports resorts and attracts visitors from many countries.

WINTER SPORTS IN BRITAIN : Skiers are gathered round the Scottish Ski Club's hut near Ben Ghlas, in Perthshire. Given a good winter the Scottish Highlands offer fast and reliable ski-ing and are becoming increasingly popular.

THROUGH BAVARIAN SNOWS : A party of skiers comes over the Bavarian Alps to the mountain hotel at Oberes Sudelfeld. Next to the Norwegians the Germans are probably the most ski-minded people in Europe, and provide many winter sports centres.

Planning a Winter Sports Holiday

AUSTRIA, GERMANY SPAIN, YUGOSLAVIA AND GREAT BRITAIN

TWO OF EUROPE'S LESSER-KNOWN WINTER SPORTS COUNTRIES : *Left*—The snows in the Guadarrama Mountains of Spain are popular with the people of Madrid. *Right*—In Yugoslavia, in Slovenia the Julian Alps are the country's main winter sports centres. The Yugoslav winter sports season lasts well into the spring.

AUSTRIA.—Like Switzerland, Austria has become a traditional ski-ing land with many British visitors. Taking everything into consideration, the charges for "extras," such as teas and baths, ski school, ski-lifts and ski hire, in the smaller centres are very reasonable. You can enjoy a good holiday there with around £15 spending money in addition to the holiday cost. I mention this in case your travel allowance is also required for a further holiday abroad in summer.

Kitzbühel, St. Anton and Zürs continue to be the fashionable winter sports resorts, and they all provide as fine ski-ing facilities as you can get in Europe. It is worth considering, too, some of the much smaller resorts within easy reach of these three main centres. There is Westendorf, for instance, a typically friendly Tyrolean village, only thirty minutes away from Kitzbühel. It has an efficient ski school, is surrounded by ideal ski-ing country, and in the evenings provides a variety of entertainments. Lunn's offer a fifteen-day inclusive holiday there for 40 guineas.

A feature of winter sports holidays in Austria is the attractive offers provided by some of the smaller specialist travel agents. They include Erna Low Travel Service, F. and W. Ingham, Ltd., the Austrian Alpine Club and Ramblers' Association Services, Ltd. Remember, too, that there are excellent sports facilities elsewhere than in the Tyrol. Damuels, in the province of Vorarlberg, has scenery as attractive as any in the Alps, is a good ski-centre, and is far less crowded than are some parts of its next-door province. It has also the advantage of being the nearest province to the Channel ports.

The combined travel and hotel charges for an Austrian winter sports holiday run from about £28 for a twelve-night stay at a resort.

GERMANY.—Second only to the Norwegians, the Germans are surely the most ski-minded people in Europe. Every week-end throughout the winter they pour in their tens of thousands to the nearest ski-ing slopes.

The crowning glory of the German winter sports realm is the proud chain of the Bavarian Alps and its continuation, the Allgäu Mountains. From Berchtesgaden, in the east, to Reichenhall, Reit-am-Winkl, Bayrischzell, Schliersee, Tegernsee, Mittenwald, Garmisch-Partenkirchen, Oberammergau and Oberstdorf—all well-known names—one glorious winter sports resort almost links up with the next one, and everywhere mountain giants stretch their heads to close on 10,000 ft. into the sunny, clear winter air.

In this galaxy of ski-ing centres, Garmisch-Partenkirchen is the queen. Here are the highest mountains in Germany, including the Zugspitze, with the Schneefernhaus Hotel situated in the middle of ski-ing terrain where there is good snow until the late spring. Then, not far from Oberstdorf is Hirschegg, in the Walser Valley, which, I hope, will be my own goal this winter. Actually, it lies in Austrian territory, the Vorarlberg, but it can only be reached from Germany, and German currency is used there.

Each country has its own kind of sporting and social attractions for winter sports visitors. You will find much jollity amongst the Bavarians, and the ski carnival is an integral part of a holiday there. These masquerades in the snow are hilarious events. So are the nightly entertainments.

The combined travel and hotel charges for twelve nights at Garmisch-Partenkirchen are from £33 upwards, but at the smaller resorts the figure is about 10 per cent. less.

SPAIN.—The only two resorts in this country likely to interest British visitors are La Molina and Nuria, both in the Spanish Pyrenees. These two centres are popular with skiers from Barcelona, but I am doubtful about recommending them to foreign visitors. The snow tends to be rather erratic, the journey there is rather long, and the cost of a twelve-day holiday (travel and hotel charges) would not be less than £50.

YUGOSLAVIA.—The most accessible ski-ing resorts of Yugoslavia are in Slovenia, easily reached by the Tauern Express route through Munich and Salzburg. The leading centres are Kranjska Gora, which has a ski-lift, and Planica, renowned for its mammoth ski-jump. Two other well-known resorts for winter sports are Bohinj and Pokljuka, which are situated on a vast Alpine plateau in the Julian Alps. Some travel agents organise winter sports parties to Yugoslavia, and a list of them can be obtained from the Yugoslav National Tourist Office (143, Regent Street, London, W.1). The minimum cost of a holiday there for twelve nights at resort would be around £36.

BRITISH ISLES.—While possibilities exist for winter sports holidays in Britain, so much hinges on our rather uncertain climate. Given a good winter, the early spring months offer fast and reliable ski-ing in the Cairngorms of the Scottish Highlands. Here exciting runs are possible down the deep corries, and there are usually opportunities for skating and curling. The matchless Highland scenery is not the least of the attractions, and accommodation is available in comfortable and well-heated hotels. Grantown-on-Spey is a recommended centre. Both Lunn's and Cook's can make the necessary arrangements.

Planning a Winter Sports Holiday

SKI-ING EQUIPMENT

By C. E. W. MACKINTOSH

SKI STICKS : Longer shafts are returning to popularity. The three illustrated are, from left : lacquered Tonkin caneshafts fitted with red-and-white leather wrist thong ; tapered steel shafts with chrome plating fitted with alloy ring and leather grips, and, on right, another steel shaft with rubber grips (Lillywhites).

IT is well worth while giving thought to your winter sports equipment before you go abroad for your winter holiday. For one thing, you will enjoy doing this because you will not be able to picture what your requirements may be without visualising deep powder snow, hot sun, mountains and glaciers, and the mere thought of them is sure to give you a thrill of anticipation.

Quite apart from the big items I will mention, because they are essential, you should try to remember all the small items you forgot, or which you subsequently purchased when you were abroad last time.

You will be guessing at the weather conditions ; you will not know whether to take sun-glasses to protect you against the powerful and often invisible rays of the sun, or goggles to keep out those stinging snow-flakes. So it is better to take both.

But the most essential items of equipment must come first, and on these it is not wise to economise. I refer to your skis, your ski boots and your bindings. These are of paramount importance, because they are the main factors in protecting you against an accident.

Be most careful in the selection of your boots. They must fit perfectly as the control of your skis is dependent on your boots. The main characteristic of a first-class ski-boot is the rigidity of the sole. Obviously a pair which fits and is comfortable must be selected. See that they keep the snow out as far as possible, both from the top and through the laces. I believe that gaiters or those gay Norwegian coloured bands for the top of the ski-boot will come into favour again, as they cover the gap at the top of the boot which allows the necessary movement to get vorlage when actually running.

If your boots get soaked through, the leather becomes soft and you have not the same control. They should be dried slowly under, and not on, the radiator. Boots are your main protection against sprains and breaks of the ankle.

Skis are the most important item of equipment. There have been big technical advances in the manufacture of skis since these came into general use. Every new development has been based on experience and definite improvements have resulted, so it is worth while keeping up to date.

Until 1924 skis were built essentially for soft snow-running. Ice or icy snow were only negotiable by making a due allowance for "drift." You rattled down the ice practically sideways, with the weight on the lower ski, and if you failed to do this, you bruised your upper hip. Then came the steel edge, which put an end to the difficulty of running over ice. Proof of its efficiency became apparent immediately it was used in slalom races.

There followed the period during which the leading edge of skis was used more and more. The exaggerated vorlage positions with runners practically hanging in their bindings in which most of the racers were depicted demonstrated their efforts to use the front edge of their skis to get a maximum grip.

Just after the last war came a further revolution in the manufacture of skis on the Gomme principle. The Gomme ski, which is patented, embraces the principles followed by the Head Skis, and is a principle which all other leading manufacturers are bound to follow. Under this patent a very flexible ski is produced, but one which it is almost impossible to twist. This means that the leading edge of the ski remains rigid even without much vorlage, and gives a much greater control. It turns, without at the same time losing any of the flexibility of the ski in a longitudinal direction.

In the manufacture of these skis full use has now been made of the important progress made in plastics during the war, including the bonding of plastics to metal. This has led to the development of plastic surfaces which are a good deal faster on snow than wood, and, consequently, the new skis have also the advantage of far greater speed which facilitates all turns. Contrary to what many beginners may think, the faster the ski and the less resistance to snow, the easier it is to ski. It is quite remarkable to notice the improvement in the standard of ski-ing when a ski-runner changes over to the new type of ski.

There has been a regular change of fashion in the type of bindings used, and this is a very controversial point. The boot was fixed as rigidly to the ski as possible, so that the weight could be easily transferred to the front of the ski. The binding is certainly effective in achieving this, but I do not believe in any fixation that does not allow the heel to lift off the ski. It is safe enough to run on hard snow, if you do not fall, but I think it is one of the main causes of broken legs on the *piste*, and certainly in deep snow. Moreover, there is no advantage to the ordinary runner, and certainly not if he is using a modern ski which is laterally rigid.

There is a vast number of different types of binding from which you can make your own choice, and with most of these it is possible to adjust them to allow your heel to rise between 1½ and 2 ins., which will give you an extra amount of play to save you from a break in the event of a heavy fall. There is also a number of safety bindings on the market which, I hear, are already very effective. When these are perfected they will certainly be an important step forward.

I am very definite in recommending long ski sticks ; once you have used them you will never like short ones again. When you are choosing them judge the height from the basket up, as you will probably not be on snow. They should reach your arm-pits when you are on the snow, or to your shoulders when you are in the shop.

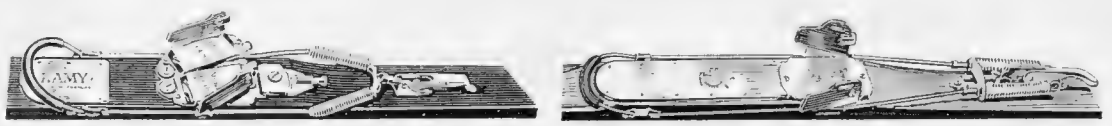
In choosing clothes, select materials which will not collect snow, with the exception of woollen sweaters. Be sure you are able to keep the wind out if necessary, and do not fail to have an effective wind-jacket with you. If you do get caught in a sudden *föhn* and you only have a sweater, wear a newspaper underneath. For your head you should have available something which can protect your ears. These get frostbitten before you are aware of any pain at all. I carry a *zipfelmütze*, or more often a woollen headband, in my pocket, and put this on just before my ears fall off !

Gloves are important and cheaper and better in England than anywhere abroad. All the best stores in London selling winter equipment have excellent gloves. Apart from their use against cold, they will prevent you breaking your nails when you are putting on your skis.

Take with you ski wax, sunburn cream or lotion, Elastoplast, a crepe bandage, a rucksack or waist-bag, sun-glasses and goggles. The cost of these adds up to quite an appreciable sum if you have to pay for them out of your travel allowance.

And, if you want to be economical and smart, stick to black or dark-blue for your basic colour scheme. You can never go wrong in either of these !

At many of the European winter sports centres ski-ing equipment can be hired. In London there is at least one firm which offers a special service for hiring the major equipment to children. The hire of skis with edges and bindings and ski-sticks and boots costs £3 3s. for three weeks, plus a deposit of £7. The service is available for children up to fifteen years of age. However, it is obviously better for skiers of all ages to buy their own skis if they possibly can.



RELEASED SKI BINDINGS : *Left*—The Ramy Securus is a new and unique method of release under the strain of a fall. As it utilises toe irons there is no unusual stress on the boot. *Right*—The Attenhofer flex binding. This is of new design with rubber-covered cable at the heel (Lillywhites). There is a vast number of different types of binding from which the holidaymaker can make his or her choice.

DRY SKI-ING SCHOOLS AND CLASSES

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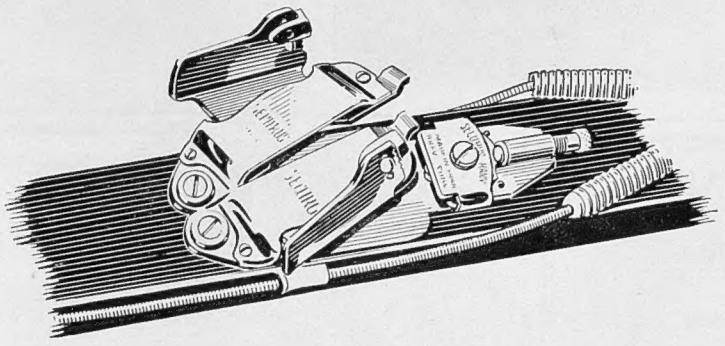

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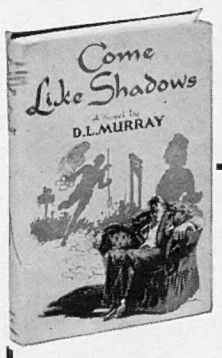

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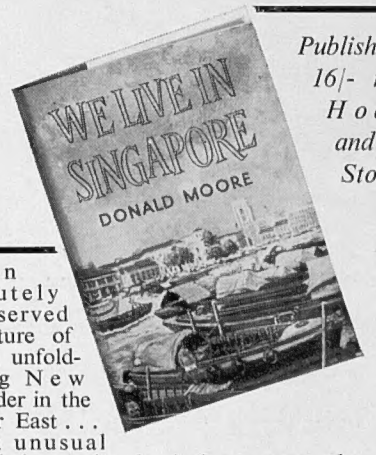

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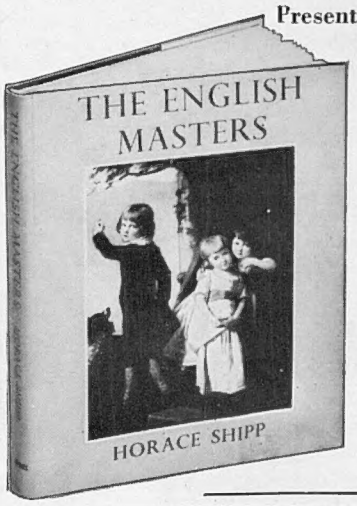

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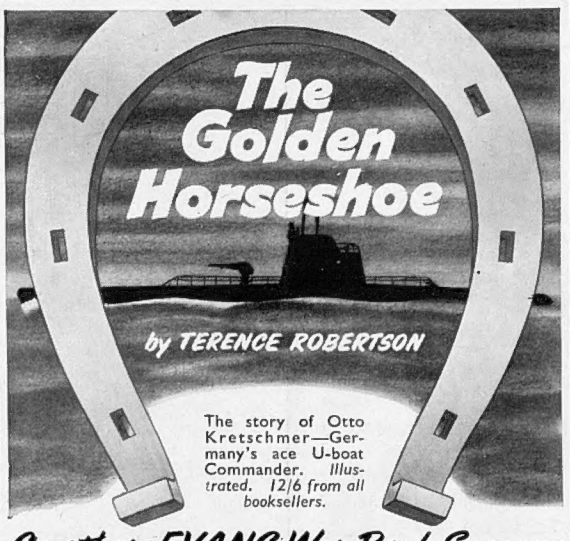

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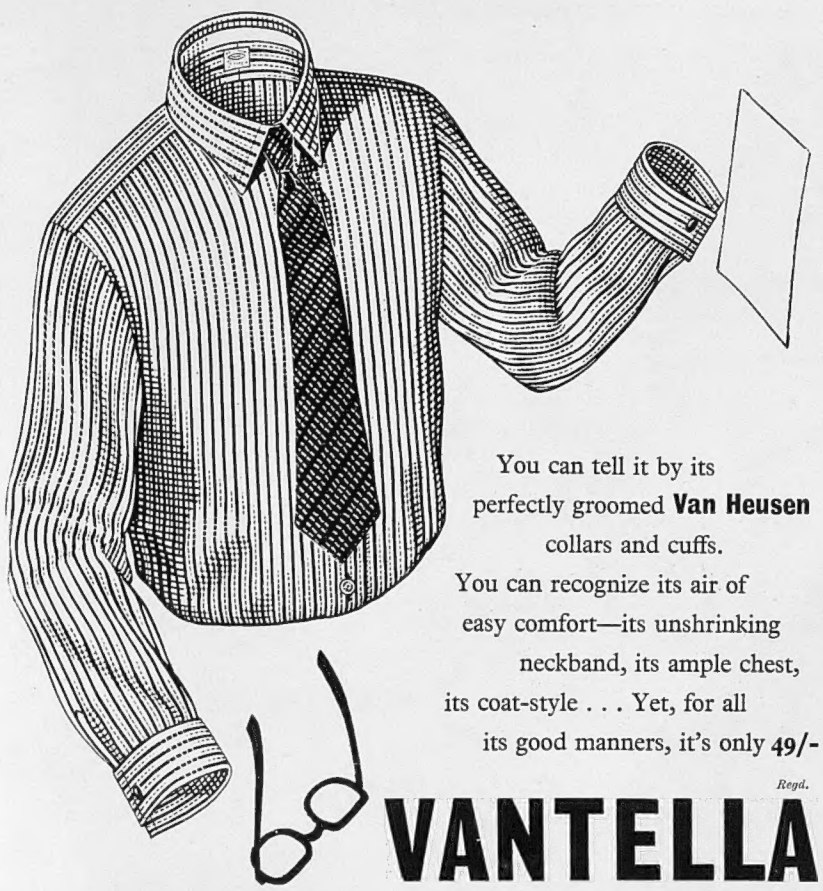

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